

1 APPLICATION DETAILS

Ref: 23/01420/FUL
 Location: 8 and 8A St Helen's Road, Norbury, London, SW16 4LB
 Ward: Norbury and Pollards Hill
 Description: Alterations, conversion of single family dwellinghouse to form 3x self-contained flats, reconfiguration of area to front of 8 & 8A St Helen's Road, demolition of existing side extension, erection of single storey side/rear extension, rear dormer extension and provision of associated cycle and refuse storage.
 Drawing Nos: SHR_SB_EX_AL_010 P2, SHR_SB_EX_AL_050 P3,
 SHR_SB_EX_AL_100 P2, SHR_SB_EX_AL_110 P2,
 SHR_SB_EX_AL_120 P2, SHR_SB_EX_AL_300 P2,
 SHR_SB_EX_AL_310 P2, SHR_SB_PR_AL_050 P7,
 SHR_SB_PR_AL_100 P5, SHR_SB_PR_AL_110 P3,
 SHR_SB_PR_AL_120 P3, SHR_SB_PR_AL_130 P3,
 SHR_SB_PR_AL_300 P4, and SHR_SB_PR_AL_310 P3.
 Applicant: BMR Compass Limited
 Agent: Zoe Tozer
 Case Officer: Grace Hewett

Housing Mix					
	1 bed (2 person)	2 bed (4 person)	3 bed (5 person)	4 bed (8 person)	TOTAL
Existing (to be converted)				1	1
Proposed (market housing)		2	1		3
TOTAL					3

Vehicle and Cycle Parking (London Plan Standards)	
PTAL: 4	
Car Parking maximum standard	Proposed
2.25	1
Long Stay Cycle Storage minimum	Proposed
6	6
Short Stay Cycle Storage minimum	Proposed
N/A	N/A

1.1 This application is being reported to committee because:

- The ward councillors (Cllr Ben-Hassel and Cllr Griffiths) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.
- Objections above the threshold in the Committee Consideration Criteria have been received.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Sustainable Regeneration is 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) Carried out in accordance with the approved drawings.

Pre-occupation

- 3) Details of refuse and cycle storage.
- 4) Submission of hard and soft landscaping and boundary treatments.
- 5) Submission of details of child playspace.
- 6) Details of electric vehicle charging point.
- 7) Installation of a water butt.

Compliance

- 8) Materials to be implemented as specified within the application.
- 9) In accordance with the Fire Statement.
- 10) In accordance with the Arboricultural Method Statement.
- 11) Parking to be as specified in the application.
- 12) Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration.

Informatives

- 1) Community Infrastructure Levy.
- 2) Minimum of 1 months' notice given to the Council's waste team to arrange future refuse collections.
- 3) Construction code of practice.
- 4) Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Alterations, conversion of single family dwellinghouse to form 3x self-contained flats, reconfiguration of area to front of 8 & 8A St Helen's Road, demolition of existing side extension, erection of single storey side/rear extension, rear dormer extension and provision of associated cycle and refuse storage.



Figure1 (Left): Proposed front elevation and Figure 2 (Right): Proposed rear elevation.

Amendments

3.2 The scheme has been amended during the course of the application as follows:

- The layout of the ground floor was revised to provide a 3-bedroom 5-person unit,
- The width of the proposed rear dormer window extension has been reduced,
- The amount of children's play space proposed has been increased,
- The amount of cycle parking has been reduced to provide 6x spaces,
- The arboricultural assessment was revised to reflect the amended site plan,
- The existing and proposed site plans were updated to reflect the footprint of No.8A,
- The material palette was revised for the proposed single-storey side/rear extension,
- The transport statement was amended to demonstrate swept path analysis for a 4.8m car.
- The site address was updated on the application form to '8 and 8A St Helen's Road'.

As the amendments included updating the site address, the Council re-consulted on the application.

Site and Surroundings



Figure 3: Site Location Plan

- 3.3 The application site comprises a three-storey semi-detached dwelling and associated front and rear gardens, located on the southern side of St Helen's Road. The site also includes the frontage of No.8A St Helen's Road, which comprises a vehicle crossover and area for parking. No.8A is a detached two-storey building, which was built in the 1990s within the original side garden of 8 St Helen's Road and is in use as a single-family dwelling. The immediate locality is residential in character, comprised predominantly of two and three-storey detached and semi-detached dwellings, as well as three-storey flatted development.
- 3.4 The site is located within the London Road (Norbury) Local Heritage Area and is also within an Archaeological Priority Area, as identified by the Croydon Local Plan (2018).
- 3.5 The host building is not statutory or locally listed, and there are no protected trees within or adjacent to the site.

Planning Designations and Constraints

- 3.6 The site is subject to the following formal planning constraints and designations:
- PTAL: 4
 - Flood Risk Zone: 1

Planning History

- 3.7 The following planning decisions are relevant to the application:

8 St Helen's Road

20/04311/FUL - Conversion of single dwellinghouse to 5 flats, reconfiguration of area in front of 8 and 8A St Helen's Road, alterations, erection of a two-storey side extension, erection of a part single/part two storey rear extension and dormer extension in rear roof slope.

Refused on grounds of character and appearance, loss of trees, impact on neighbouring amenity, highway safety, and siting of refuse storage.

21/00323/FUL - Conversion of single dwellinghouse to 5 flats, reconfiguration of area in front of 8 and 8A St Helen's Road, alterations, erection of a two-storey side extension, erection of a single storey side and rear extension and dormer extension in rear roof slope and associated refuse and cycle storage.

Refused on grounds of character and appearance, highway and pedestrian safety and parking stress, substandard refuse storage, quality of accommodation, and net loss of family-sized housing.

Appeal dismissed on grounds of character and appearance, sustainable transport and highway safety, and quality of accommodation.

21/03886/FUL - Conversion of single family dwellinghouse into three self-contained flats facilitated by single storey side/rear extension, rear roof extension, installation of first floor rear elevation balcony and external alterations (following demolition of existing side extension).

Refused on grounds of inaccurate drawings, character and appearance, quality of accommodation, impact on neighbouring amenity, and fire safety.

8A St Helen's Road

21/04503/FUL - Demolition of the existing building and erection of a four storey building containing 6x flats, with associated site alterations.

Refused on the grounds of inadequate subdivision of the garden, character and appearance, impact on neighbouring amenity, quality of accommodation, highway safety and parking stress, fire safety.

Appeal dismissed on grounds of character and appearance, impact on neighbouring amenity, and quality of accommodation.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

4.1 The application is recommended for approval for the following reasons:

- The principle of the proposed development would be acceptable,
- The proposed development would be acceptable in terms of its design,
- The quality of accommodation proposed would be acceptable for future occupiers,
- The impact on neighbouring residential amenity would be acceptable,
- Trees, landscaping, and biodiversity matters would be acceptable,
- Archaeology matters would be acceptable,
- Parking and highway matters would be acceptable,
- Flood risk matters would be acceptable,
- Fire safety matters would be acceptable.

4.2 The following sections of this report summarise the officer assessment and the reason for the recommendation.

5 CONSULTATION RESPONSE

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

5.2 The following were consulted regarding the application:

Transport Officer

Objection on the following grounds:

- Vehicle access,
- On-street parking stress.

These matters are discussed in full in the 'access, parking, and highway impacts' section of the report below.

Tree Officer

No objection.

6 LOCAL REPRESENTATION

6.1 A total of 7 neighbouring properties were notified about the application and invited to comment. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 21 Objecting: 21 Supporting: 0

6.2 The following Councillors made representations:

- Councillor Matt Griffiths [objecting].
- Councillor Leila Ben-Hassel [objecting].

6.3 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objection	Officer comment	
Principle		
Loss of family home	Acknowledged and addressed in paragraphs 8.2 – 8.6.	
Council should be looking to underdeveloped area for new housing		
Shortage of large family homes in Norbury		
Encourages further developments		
Area is residential and not commercial		
Overstretched local amenities		
Character and design		
Not in-keeping with the area	Acknowledged and addressed in paragraphs 8.7 – 8.10.	
Obtrusive by design		
Overdevelopment		
Impact on character of the area		
Building upwards is overdevelopment		
Positioning of dormer next to a chimney arch of architectural interest		
Extensions harm uniformity		
Rear extension extends out 2m from the rear wall		
Poor design quality undermines the historic character		
Harmful to the street scene		
Joint forecourt between 8/8a breaks the historic street scene development pattern and will look out of keeping and be harmful to the character of the street		
Loss of layout and historical features including original glazed veranda, windows, and doors		
Neighbouring amenity		
Residential amenity		Acknowledged and addressed in paragraphs 8.23 – 8.27.
Overlooking		
Loss of privacy		
Noise		
Impact on neighbours		
Harmful overlooking to 6 St Helen's		
Noise from construction works	Noted. The applicant is advised to consult the Council's "Code of Practice on the Control of Noise and Pollution from Construction Sites", which provides guidance on how to undertake construction works in a considerate manner and an informative advising this has been suggested.	
Quality of accommodation		
Substandard living conditions for future occupiers due to minimal amendments	Acknowledged and addressed in paragraphs 8.11 – 8.22.	

Conversions never built to high standard		
Little garden or outdoor space for the residents		
Poor quality of accommodation and living conditions		
Transport and highways impacts		
Traffic or highways	Acknowledged and addressed in paragraphs 8.30 – 8.35.	
Existing and increased parking stress		
Insufficient parking		
Parking survey is inaccurate and not a true reflection		
Traffic congestion		
Reversing out will be difficult with traffic		
Amount of cars		
No allowance for off-street parking		
Parking provision only possible through use of front garden at 8A		
Strain on the infrastructure of the area including parking and the public transport system		
Road safety concerns with anticipated manoeuvres in and out of forecourt		
Documents provided, including transport assessment, are outdated and have not been reviewed nor updated		
Cycle and refuse		
Overflowing bins		Acknowledged and addressed in paragraphs 8.36 – 8.39.
Litter		
Amount of bins		
Trees and ecology		
Detrimental impact on trees	Acknowledged and addressed in paragraphs 8.28 – 8.29.	
Damage to trees during construction		
Loss of yew trees, mature laurel hedge, mature shrubs		
Loss of trees and impact on character of front garden		
Procedural matters		
Not officially notified of the proposal	Noted. The Council sent letters to the adjoining properties notifying them of the application.	
Failure to re-engage the community on the new proposal	Noted. A Community Involvement Statement is not required as this is a minor development. In addition, whilst Officers encourage applicants to engage with the local community, there is no requirement for them to do so for a scheme of this scale.	
Applications at 8 and 8A should be considered together	Noted. The Council is required to determine the development that is before them.	
Development only possible through use of land at 8A	Noted. This land has been included in the red site boundary.	
No change from the previously refused application	A number of amendments have been made in comparison to the previous application (ref. 21/03886/FUL). The main differences include: <ul style="list-style-type: none"> • Changes to the proposed fenestration, including the omission of the first floor balcony. 	

	<ul style="list-style-type: none"> • Increased soft landscaping/hedging. • Revised internal floor layouts. • The submitted drawings reflect the current layout/appearance of 8A St Helen's Road. • A fire safety strategy has been submitted.
Not material matters	
Impact on property valuation	Noted. These are not material planning considerations for the current application.
Use of the site for growing illegal drugs	

7 RELEVANT PLANNING POLICIES AND GUIDANCE

Development Plan

7.1 The Council's adopted Development Plan consists of the London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2022). Although not an exhaustive list, the policies which are most relevant to the application are:

London Plan (2021)

- D1 London's form, character, and capacity growth
- D3 Optimising site capacity through the design led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D12 Fire safety
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- HC1 Heritage conservation and growth
- SI 12 Flood risk management
- SI 13 Sustainable drainage
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing, and construction

Croydon Local Plan (2018)

- SP2 Homes
- SP4 Urban Design and Local Character
- SP6 Environment and Climate Change
- SP7 Green Grid
- SP8 Transport and Communication
- DM1 Housing Choice for Sustainable Communities
- DM10 Design and Character
- DM13 Refuse and Recycling
- DM16 Promoting Healthy Communities
- DM18 Heritage Assets and Conservation

- DM19 Promoting and Protecting Healthy Communities
- DM23 Development and Construction
- DM25 Sustainable Drainage Systems and Reducing Flood Risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting Sustainable Travel and Reducing Congestion

7.2 The Development Plan should be read as a whole, and where policies conflict with each other, the conflict must be resolved in favour of the policy contained in the last document to be adopted, approved, or published as part of the development plan, (in accordance with s38(5) of the Planning and Compulsory Purchase Act 2004).

Planning Guidance

National Planning Policy Framework (NPPF)

7.3 Government Guidance is contained in the NPPF, revised December 2023, and accompanied by the online Planning Practice Guidance (PPG). 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

SPDs and SPGs

7.4 There are also several Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) documents which are material considerations. Although not an exhaustive list, the most relevant to the application are:

- London Housing SPG (March 2016)
- London Plan Guidance – Housing Design Standards (2023)
- Technical Housing Standards: Nationally Described Space Standard (2015)
- National Design Guide (2021)

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Design and impact on character of the area
3. Quality of residential accommodation
4. Impact on neighbouring residential amenity
5. Trees, landscaping, and biodiversity
6. Archaeology
7. Access, parking, and highway impacts
8. Flood risk and energy efficiency
9. Fire Safety

10. Other Planning Issues

11. Conclusions

Principle of development

- 8.2 The Croydon Local Plan sets out a housing target of 32,890 homes over a 20-year period from 2016-2036 (1,645 homes per year). The London Plan requires 20,790 of those homes to be delivered within a shorter 10-year period (2019-2029), resulting in a higher target of 2,079 homes per year.
- 8.3 The Croydon Local Plan also sets out a target for development on Windfall sites of 10,060 homes (approximately 503 per year). The London Plan requires 6,410 net completions on small sites (below 0.25 hectares in size) over 10 years, with a small-sites housing target of 641 per year. This application proposes 3 residential units on this site, which is a net uplift of 2 residential units and contributes to meeting housing need.
- 8.4 Policy SP2.7 of the CLP sets a strategic target for 30% of all new homes to have three or more bedrooms. This policy addresses an identified need for family-sized dwellings within the borough and seeks to provide a choice of homes.
- 8.5 Policy DM1.2 of the CLP states that the Council will permit the redevelopment of residential units where it does not result in the net loss of 3-bedroom homes (as originally built) or the loss of homes smaller than 130sqm.
- 8.6 The host building was originally built as a 4-bedroom dwelling and has an internal floor area of approximately 262sqm. The proposed housing mix would provide 1x 3-bedroom and 2x 2-bedroom flats and thus 30% of the proposed units would have three bedrooms. Furthermore, the proposal would not result in a net-loss of family-sized housing. Therefore, the proposal would comply with policies SP2.7 and DM1.2 and the principle of the development is acceptable.

Design and impact on character of the area

- 8.7 Policy D3 of the London Plan emphasises the need for high-quality design which contributes positively to local character and streetscape. Proposals should incorporate the highest quality materials and design appropriate to the context. CLP policy DM10 requires proposals to respect the development pattern, layout; siting, the scale, height, massing, and density; and the appearance, existing materials, and built and natural features of the surrounding area. Similarly, policy SP4 requires development to be of a high quality which respects and enhances local character. CLP Policy DM18 requires development to preserve and enhance the character, appearance and setting of heritage assets, including Local Heritage Areas.
- 8.8 The application site is located within the London Road (Norbury) Local Heritage Area. The original development of the area centred around the junction of London Road and St Helen's Road, with four Victorian villas and three semi-detached Victorian houses built around 1890. The host building is of group value as it forms part of a pair of semi-detached Victorian houses from this phase of development, which have retained much of their original facades and symmetry. The host building includes features of significance including the traditional layout, Dutch gable frontage and decorative

brickwork. The host building therefore makes a positive contribution to the area and is of some historic interest.



Figure 4: Existing front elevation

8.9 The previous application (ref. 21/03886/FUL) was refused as the first-floor fenestration and balcony would modernise and unbalance the rear elevation, which would be harmful to the host building, the uniformity of the semi-detached pair, and the wider local heritage area. These elements of the previous design have been omitted from the current proposal and the existing front elevation features will remain as existing.



Figure 5 (Left): Proposed side elevation.

8.10 The proposed rear dormer window extension would be set down from the main ridge and set in from the eaves and the side of the rear roof slope. Overall, the dormer extension would appear subservient in scale. The dormer extension would be finished in hung slate tiles and timber windows, which would match the host building, and the dormer windows would complement the existing fenestration. The single-storey side/rear extension would be subservient in scale and would be finished in brick with a slate tile roof and timber windows, which would match the host building. The rear dormer and single-storey side/rear extension would maintain the architectural integrity of the host building and semi-detached pair. The extensions would not harm the character of the local heritage area. Furthermore, the alterations to the site frontage and the amalgamation of the front gardens would not harm the street scene.



Figure 6 (Left): Proposed front elevation and Figure 7 (Right): Proposed rear elevation.

Quality of residential accommodation

8.11 Policy D6 of the London Plan 2021 outlines that housing development should be high-quality design and should provide adequate-sized bedrooms and residential units, as well as sufficient floor to ceiling heights and light.

8.12 CLP policy SP2.8 requires residential development to comply with the minimum standards set out in the Mayor of London’s Housing Supplementary Planning Guidance (2016) and National Technical Standards (2015). Furthermore, proposals should meet minimum design and amenity standards set out in the CLP and other relevant London Plan and National Technical Standards (2015) or equivalent.

Unit	Size (bedroom/person)	GIA (sqm) proposed	Min. GIA (sqm)	Amenity Space (sqm)	Min. Amenity Space (sqm)	Built in storage space (sqm)	Min. built in storage space (sqm)
1	3b/5p	93	86	50 (private amenity space)	8	4	2.5
2	2b/4p	76	70	Communal amenity space only	7	2	2
3	2b/4p (duplex)	79	79	Communal amenity space only	7	2	2

Table 1: Scheme considered against London Plan Policy D6 and Table 3.1

8.13 The previous application (ref. 21/03886/FUL) was refused as two of the proposed flats did not comply with the minimum space standards, and the ground floor flat included bedrooms adjacent to the shared access path which would have compromised the privacy of this flat. The privacy of this flat would have also been compromised by overlooking from the first-floor balcony. The balcony has been omitted from the current proposal.

8.14 As detailed in Table 1 above, the proposed units would all comply with the minimum space standards stated in London Plan Policy D6. All units would be dual aspect and

would have good outlook. Furthermore, the proposal includes the provision of soft landscaping to provide defensible space between the ground floor windows and communal areas, which would protect the privacy and amenity of the ground floor unit, without compromising the outlook of these rooms.

8.15 The officer's report for the previous application also raised concern regarding internal daylight and sunlight levels, particularly to the kitchen/living/dining areas of the ground and first floor flats; however, it should be noted that this did not form a reason for refusal. An internal daylight and sunlight assessment has been submitted to support the current application. The assessment has been undertaken in accordance with BRE guidance and concludes that the proposed units would receive adequate internal daylight and sunlight.

Amenity Space

8.16 CLP policy DM10.4 requires proposals for new residential development to provide a minimum amount of private amenity space of 5m² per 1–2-person unit and an extra 1m² per extra occupant thereafter. Policy DM10.4 also requires that all flatted development must provide a minimum of 10m² per child of new play space as calculated using the Mayor of London's population yield calculator and Table 6.2 of the Croydon Local Plan.

8.17 The previous application (ref. 21/03886/FUL) was refused as no dedicated amenity space was provided for the second floor flat.

8.18 The current proposal includes the provision of directly accessible private amenity space for the ground floor flat, measuring approximately 50sqm. The first and second floor flats would not have private amenity space; however, these flats would both have access to communal amenity space in the rear garden. The private amenity space would be separated from the communal garden by soft landscaping/hedging and a gate.

8.19 It is noted that application ref. 21/00323/FUL was refused on the grounds of quality of accommodation, including the lack of direct external amenity space and lack of private amenity space for four of the units. The decision was appealed, and the Inspector stated that *'Only one unit would have a private garden area. [...] Nevertheless, all occupiers would have access to a generous, open communal back garden. This would provide functional and pleasant amenity space for all occupiers. Therefore, the development would provide suitable living conditions for future occupiers in this respect, even though it would not fully comply with Policy D6 of the LP and Policy DM10 of the CLP.'*

8.20 On balance, taking into consideration the previous appeal decision, whilst it is noted that private amenity space is not provided for the upper floor flats, the provision of generously sized and functional communal amenity space within the rear garden is acceptable. Furthermore, the family-sized unit would have direct access to a private rear garden.

8.21 A minimum of 34.7sqm of children's play space is also required, as calculated from Table 6.2 of the Local Plan. The proposal includes the provision of 35sqm of dedicated play space within the communal rear garden. Full details of the play space can be secured by condition.

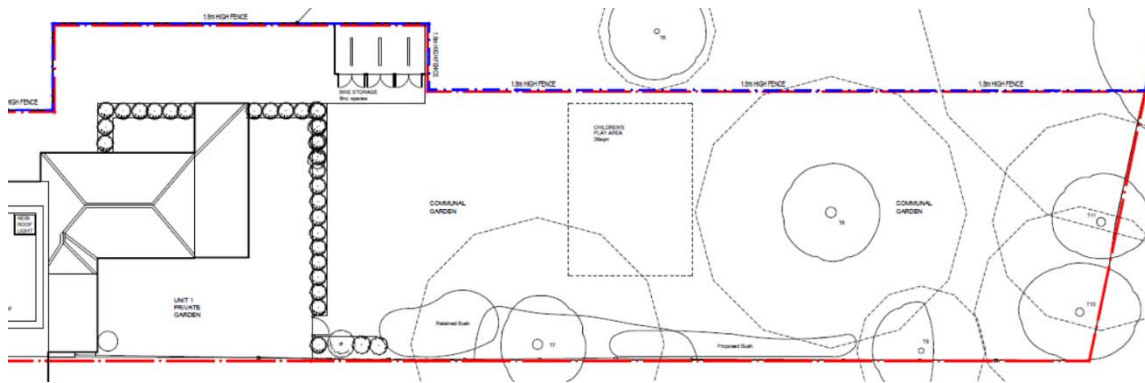


Figure 8: Proposed site plan showing amenity space.

8.22 The proposed development has therefore overcome the previous concerns in regard to the quality of accommodation for future occupiers.

Impact on neighbouring residential amenity

8.23 CLP policy DM10.6 specifies that proposals should protect the amenity of the occupiers of adjoining buildings and should not result in direct overlooking to habitable rooms, or private outdoor space within 10m perpendicular to the rear elevation of a dwelling. Furthermore, proposals should ensure that they do not result in significant loss of sunlight or daylight levels to the adjoining occupiers.

8.24 The previous application (ref. 21/03886/FUL) was refused as the proposed first-floor balcony would result in direct overlooking to the rear garden of No.6 and, due to the proximity, would also likely result in noise and disturbance to this neighbour. The balcony has been omitted from the current proposal.

8.25 The proposed single-storey side/rear extension would extend 2m in depth beyond the main rear elevation with a height to the eaves of 2.7m and a maximum height of 3.1m. Given the limited scale, the side/rear extension would not result in any harmful loss of light or outlook to the adjacent properties.

8.26 The proposed rear dormer extension is sited entirely above the existing built form of the dwelling. As such, it would not result in any harmful loss of light or outlook to the adjacent properties. The rear dormer window would allow some overlooking to the rear gardens of neighbouring properties; however, these views would not be significant in comparison to the views afforded from the existing first floor windows and this relationship is common and appropriate in a residential area.

8.27 The proposal includes the provision of 1.8m high fencing in the rear garden along the side/rear of No.8A. The fencing would be approximately 3m from the rear elevation of No.8A and would not result in any harmful loss of light or outlook to this property. Full details of the boundary treatments could be secured by condition.

Trees, landscaping, and biodiversity

8.28 London Plan policy G6 requires proposals to manage impacts on biodiversity and policy G7 requires that wherever possible, existing trees of value should be retained. Similarly, CLP policy DM28 specifies that proposals which result in the avoidable loss of retained trees where they contribute to the character of the area will not be acceptable. CLP policy DM10 also requires proposals to incorporate hard and soft landscaping.

8.29 The proposal involves the removal of one Category U birch tree in the rear garden. ‘No dig’ construction methods would be used to protect the lime trees at the front of the site during the works to the front driveway. These details were considered acceptable under the previous applications (ref. 21/00323/FUL and 23/01420/FUL). The Council’s tree officer has been consulted on the application and has raised no objection. Compliance with the Arboricultural Statement would be secured by condition.

Archaeology

8.30 CLP Policy SP4 designates Archaeological Priority Areas. CLP Policy DM18 seeks to protect archaeological heritage and, in consultation with the Greater London Archaeological Advisory Service (GLAAS), requires the necessary level of investigation and recording for development proposals that affect Croydon’s archaeological heritage. Similarly, London Plan policy HC1 requires proposals to identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

8.31 The application site is located within a Tier 2 Archaeological Priority Area. The scale of the proposed extensions is of similar nature to householder developments and equivalent minor works. The GLAAS have been consulted on the application and have provided no comment. In line with the GLAAS ‘archaeological risk model’, the proposals would likely have negligible archaeological implications.

Access, parking, and highway impacts

8.32 London Plan policies T4, T6, and T6.1 (and Table 10.3) set out parking standards for proposed development and seek to ensure that proposals should not increase road danger. Similarly, CLP policies SP8, DM29, and DM30 promote sustainable growth and provide further guidance with respect to parking within new developments.

Car Parking

8.33 The application site has a PTAL (public transport accessibility level) of 4, which is considered moderate on a scale of 0 (worst) - 6b (best). The application site is not located within a controlled parking zone.

8.34 The site benefits from an existing vehicle crossover to the front of No.8A, which provides access off St Helen’s Road. The proposal includes the provision of two off-street parking spaces; one space would be retained for No.8A, and one space would be allocated for the proposed ground floor flat of No. 8, which is the family-sized unit.

8.35 It is noted that the Council’s transport officer has raised concern regarding the availability of on-street parking. However, in considering the previous appeal scheme (ref. 21/00323/FUL) which provided a total of 5 flats, the Inspector noted that a *‘parking survey has been provided which shows a level of around 80% parking stress in this area. The Council have stated that, on this basis, the proposal would not have a detrimental impact on on-street parking. Taking into account the likely low number of vehicles parking on street as a result of this development, and the capacity of nearby streets to accommodate this, I agree with this conclusion.’*

8.36 It is noted that the parking survey submitted to support the current application is the same as the survey submitted with the previous applications and is dated 22.07.2021. However, the appeal decision was received on 09.12.2022, which is relatively recent to the submission of the current application and, as such, the Inspector’s assessment

is a material planning consideration. It is also noted that the current application has reduced the number of proposed units in comparison to the previous appeal scheme. Therefore, on balance, the provision of one off-street parking space for the proposed flats, and the retention of one space for No.8A, is acceptable. The planning statement specifies that the allocation of the parking spaces for the proposed 3-bedroom unit and the existing dwelling at No.8A would be secured through the leasehold agreements for the proposed units.

8.37 It is also noted that the transport officer has raised concern regarding vehicle access and manoeuvrability. The transport statement shows that a larger car (4.8m length) could enter and exit the site in forward gear, although the parking layout would require an awkward three-point turn manoeuvre with lots of back and forth.

8.38 It is noted that in considering the parking layout of the previous appeal scheme (ref. 21/00323/FUL), the Inspector stated that *'for a medium sized car to exit in a forward gear a three point turn would be required and this would cross the area for bulky waste items shown on the proposed site plan. I am not provided with details for larger cars. As such, I am not satisfied that cars would enter and exit the site in a forward gear. This would lead to a situation where cars may be reversing across the footpath, with poor visibility of pedestrians, leading to an unacceptable effect on highway safety.'* In comparison to the previous appeal scheme, the location of the bulky waste storage has been moved away from the parking area and vehicle manoeuvres have now been shown with a larger car.

8.39 It is also noted that in considering a previous appeal scheme at 8A St Helen's Road, ref. 21/04503/FUL), which proposed a similar parking layout, the Inspector stated that the *'submitted plans show that for a medium or large sized car to exit in a forward gear a three point turn would be required. This would not cross the area for bulky waste items shown on the proposed site plan. As such, it is likely that cars would be able to exit and enter in a forward gear and consequently there would not be harm to highway safety in this regard'*. Whilst the appeal was dismissed on other grounds, the Inspector's assessment of the parking layout is a material planning consideration.

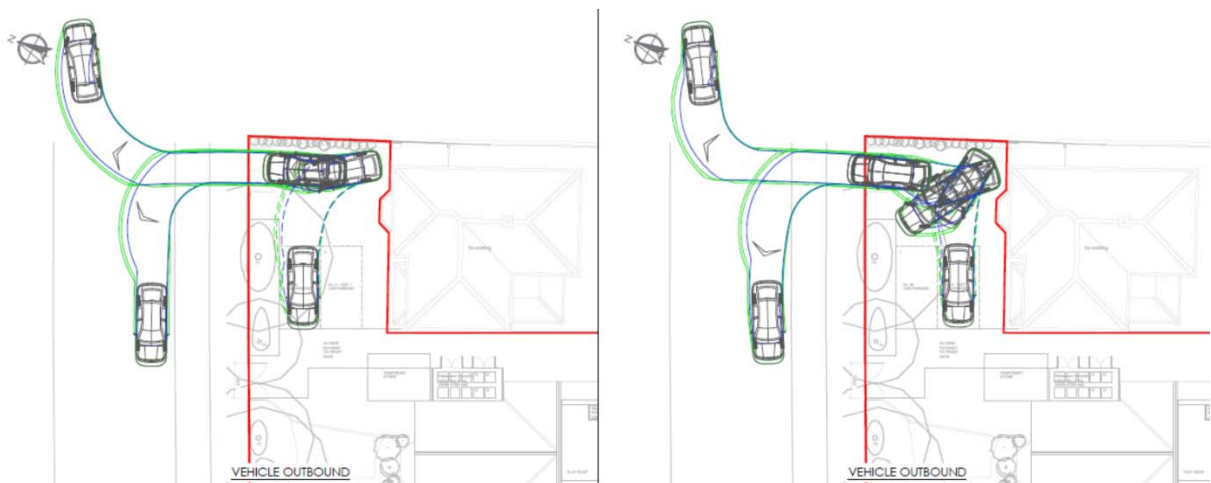


Figure 9: Proposed site plan showing parking layout and swept path manoeuvres.

8.40 The proposed parking layout would require vehicles to undertake an awkward manoeuvre to enter and exit the site in forward gear. However, the swept path analysis included in the Transport Statement demonstrates that this is possible with a three-point turn. On balance, taking into consideration the planning history, and given that vehicles would not be required to reverse over the footpath, the proposed parking

layout would not result in detrimental harm to pedestrian and highway safety. The provision of an electric vehicle charging point for the proposed parking space will be secured by condition.

Cycle Parking

- 8.41 CLP policy DM10 requires proposals to incorporate cycle parking within the building envelope. Failing that, cycle parking should be located within safe, secure, well-lit, and conveniently located weather-proof shelters unobtrusively located within the setting of the building. Policies DM16 and DM29 promote active travel including cycling. CLP policy DM30 and London Plan policy T5 (and Table 10.2) require the provision of 2 cycle parking spaces for each flat (6 spaces).
- 8.42 The proposal includes the provision of a cycle store in the rear garden with space for six bicycles. The location of the store and quantum of cycle spaces would comply with policy T5. Full details of the store would be secured by condition to ensure that the cycle parking is covered and secure.

Refuse

- 8.43 CLP policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. A total of 420l general waste, 360l comingled recycling, 360l paper and card recycling, and 69l food recycling is required, in line with the Council's waste policy.
- 8.44 The proposal includes a timber clad refuse store for the proposed flats, which would be located to the side of the host building and is within 20m of the highway. An area of approximately 10sqm is also provided for bulky waste storage. The entrance gate and access to the store would measure 2m in width, which would allow operatives to collect the refuse. The plans show the store could accommodate the number of bins required and full details of the refuse store can be secured by condition.

Flood risk and energy efficiency

- 8.45 CLP policies SP6.4 and DM25 seek to reduce the risk of flooding in the borough and ensure that all developments incorporate sustainable urban drainage systems (SUDS) to ensure surface run-off is managed as close to the source as possible. Similarly, London Plan policies SI 12 and SI 13 require proposals to ensure that flood risk is minimised and mitigated, and that surface water run-off is managed as close to its source as possible.
- 8.46 The site is located within a critical drainage area and a flood risk assessment has been submitted. The proposed side/rear extensions would result in a modest increase to the footprint of the building. A condition would be added requiring the installation of a water butt attached to the roof of the proposed side/rear extension. As such, the proposal would not increase the risk of flooding or drainage issues.

Fire safety

- 8.47 London Plan policy D12 requires all development proposals to achieve the highest standards of fire safety, which should be considered from the outset. Part A sets out six requirements that should be achieved on all developments.

8.48 The applicant has submitted a fire statement which suitably addresses the relevant requirements of policy D12. Compliance with the fire statement would be secured by condition and fire safety measures would also be subject to Building Regulations approval.

Conclusions

8.49 The proposed parking layout would require an awkward manoeuvre to enter and exit the site in forward gear; however, this would be possible with a three-point turn and vehicles would not be required to reverse over the public footpath. Furthermore, the proposed development would result in an uplift of two residential units, including a family-sized dwelling. The proposal would be high-quality design and would respect the local character and would not result in any unacceptable harm in terms of neighbour amenities. Therefore, on balance, the proposed development would be acceptable.

8.50 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account. Given 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 terms subject to the detailed recommendation set out in section 2 (RECOMMENDATION).