

PART 5: Planning Applications for Decision

Item 5.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/03438/FUL
 Location: 15A Normanton Road, South Croydon, CR2 7AE
 Ward: South Croydon
 Description: Erection of 3 houses with associated parking and landscaping
 Drawing Nos: SPW/NR/001, SPW/NR/102, SPW/NR/103 Rev A, SPW/NR/104 Rev A, SPW/NR/105, SPW/NR/106, SPW/NR/107, SPW/NR/108, SPW/NR/109, SPW/NR/110, SPW/NR/111 Rev A, SPW/NR/112, SPW/NR/113 and Design Statement v.2, dated Sept 2019.
 Applicant: Mr Worthington
 Agent: N/A
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing					
Proposed houses		1x2 bed 3 person	2x3 bed 4 person		

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4	6

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

2.0 RECOMMENDATION

- 2.1 That the Planning Sub-Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials as submitted
- 3. In accordance with Arboricultural Assessment and Tree Protection Plan
- 4. Hard and soft landscaping including boundary treatment as submitted (including biodiverse green roofs)
- 5. No additional windows in the flank elevations
- 6. Obscure glazing to south facing window

7. Unit 1 to be M4(3) accessible and Units 2 and 3 to be M4(2) accessible and adaptable dwellings
8. Car and cycle parking provided as specified
9. Details of electric vehicle charging point to be submitted
10. Existing access drive to be resurfaced prior to first occupation.
11. Construction Logistics Plan to be submitted
12. Action required in accordance with ecological appraisal recommendations
13. Submission of construction environmental management plan
14. Submission of biodiversity method statement for reptiles
15. Protection of badgers on construction sites
16. Location of wildlife fencing to be agreed
17. Protection of nesting birds during construction
18. Submission of wildlife sensitive lighting design scheme
19. Submission of biodiversity compensation and enhancement strategy
20. 19% Carbon reduction
21. 110litre Water usage
22. Site specific SuDS scheme to be submitted and approved
23. Flood resistance and resilience measures to be submitted and approved
24. Time limit of 3 years
25. 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) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of 3x2 storey detached houses (1x2 bed and 2x3 bed)
- Provision of 4 off-street parking spaces for the new units. The existing car park would be retained and reconfigured for the occupiers of the building to the front.
- Vehicular access would be via the existing access from Normanton Road
- Provision of associated individual refuse and cycle stores for each dwelling
- A new informal external amenity area would be provided for the frontage development.

3.2 During the course of the application amended plans have been received relating to the layout the parking bays at the front of the site to ensure the adjacent trees would not be harmed by the proposal.

Site and Surroundings

- 3.3 The application relates to the rear garden area of 15A Normanton Road which formed part of a development site which has since been developed pursuant to a planning permission dated April 2010 (LBC Ref 10/00736/P). The garden area is situated between two residential closes; Ward Close, which is at a higher ground level than the application site and Hollycroft Close, which is at a lower ground level. The site is currently in an overgrown state and is generally un-used - although the 2010 planning permission did identify the area to be set aside as garden space.
- 3.4 There are no specific policy constraints at the site. The site has very low risk of surface water and fluvial flooding, but does have potential for groundwater flooding at the surface. The site has a Public Transport Accessibility Level (PTAL) of 2 which is relatively poor.



Figure 1: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

- 3.4 LBC Ref 09/00451/P – Planning permission was granted on 30 April 2009 for the erection of a three-storey building at the front of the site comprising 3x2 bedroom and 3x1 bedroom flats; formation of vehicular access and provision of associated parking, cycle storage and refuse enclosure.
- 3.5 LBC Ref 10/00736/P – Planning permission was granted on 28 April 2010 for alterations to development which was under construction at the time (pursuant to planning permission LBC Ref 09/00451/P) for the erection of a three storey building comprising 3x2 bedroom and 3x1 bedroom flats; formation of vehicular access and provision of associated parking, cycle storage and refuse enclosure; to allow an additional one bedroom flat in roof-space.

The red line site boundary associated with both of these planning permissions included the overgrown land to the rear (which is now the subject of the current planning application). The planning condition which required the submission of landscaping details was approved under LBC Ref 09/00451/P. This landscaping plan excluded the current application site from the formalised landscaping scheme and it would appear (from the current state of the rear part of the site) that is not used as a formal or informal communal amenity area. It is also worth noting that the application form states that

only the applicant has an interest in the land the subject of the planning application (not including the residents of the frontage block).

- 3.6 LBC Ref 14/03034/P – Planning permission was refused on 18 September 2014 for the erection of 2x2 storey semi-detached 4-bedroom houses at the rear of the site with accommodation in roof-space. The application was refused for the following reasons:
- 1) The development involves backland development and would not provide a high standard of design and layout, nor would it respect the layout, form and character of the area in which it is located and would thereby conflict with Policies UD2, UD3 and H5 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013, Policies SP4.1 and SP4.2 of the Croydon Local Plan: Strategic Policies 2013 and Policies 3.5, 7.1, 7.4, 7.5 and 7.6 of the London Plan 2011.
 - 2) The proposal by reason of its backland garden location, size, siting and design would result in an unsatisfactory backland development that would be detrimental to the amenities of the occupiers of adjoining residential property resulting in loss of garden area, loss of privacy, poor outlook, visual intrusion and noise and disturbance thereby conflicting with Policies UD2, UD3, UD8, H5 and EP1 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013, Policies SP4.1 and SP4.2 of the Croydon Local Plan: Strategic Policies 2013 and Policies 7.4 and 7.6 of the London Plan 2011.
- 3.7 LBC Ref 16/00454/P: Erection of three-bedroom house at the rear. This application was withdrawn in October 2016
- 3.8 LBC Ref 16/06087/FUL: Erection of three-bedroom detached house at rear. This application was also withdrawn (June 2016) as the scheme failed to adequately interrogate and investigate the biodiversity implications of the proposed development
- 3.9 LBC Ref 18/03692/FUL: Erection of 3x2 storey two-bedroom houses together with associated vehicular access, landscaping and car parking. Concerns were raised as regards the layout and design of the proposal and quality of living accommodation for future residents and the application was subsequently withdrawn.
- 3.10 LBC Ref 19/00409/PRE: Pre application proposal for 3x2 bed detached houses with private gardens, communal gardens and off-street parking in a mews layout. Officers were satisfied with the principle of residential development and whilst the proposed layout was generally considered acceptable, the design needed significant improvement.
- 3.11 LBC Ref 19/01783/PRE: Pre application proposal for 2x3 bed and 1x2 bed detached houses with private gardens, communal gardens and off street car parking. Again, officers confirmed that the principle of residential development was acceptable and that the design was much improved. The applicant was encouraged to submit the planning application.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The scheme is of a high-quality design, observing the Council's Supplementary Planning Guidance and respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to the imposition of planning conditions.
- The living standards of future occupiers are good and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions.
- The sites biodiversity credentials can be suitably managed – with impacts suitably mitigate through the use of planning conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 54 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: Objecting: 10 Supporting: 0 Comment: 0

Petition received with 51 signatures

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

Objection	Officer comment
<i>Impact on visual amenity</i>	
Overdevelopment of the site and area	Addressed in Section 8.15 of this report
Back-land development – previous objection to 2014 application LBC Ref 14/03034/P has not been overcome	Addressed in Section 8.4 – 8.9 of this report
Land supposed to be garden for 15a Normanton Road	Addressed in Section 8.22 of this report
Design and density fails to respect layout, form and character of surrounding area/out of keeping	Addressed in Sections 8.7 – 8.16 of this report
Site too narrow for this development	Addressed in Sections 8.7 – 8.16 of this report. The plans demonstrate that the

	proposed development adequately fits onto this site.
Green roof of very little visual benefit outside of the site	The green roof is viewable from the adjacent dwellings on Ward Close. The green roof has biodiversity benefits, not just in terms of visual amenity.
<i>Impact on amenities of neighbouring properties</i>	
Loss of light to neighbouring properties	Addressed in Sections 8.23 - 8.31 of this report.
Overlooking and loss of privacy to neighbouring properties	Addressed in Sections 8.23 - 8.31 of this report.
Dominating and visually intrusive to neighbouring properties	Addressed in Sections 8.23 - 8.31 of this report.
Extra pollution and noise disturbance. Cars entering further into the site create light pollution and fumes/noise to adjacent properties	This is a small-scale residential development in a residential area. The extra vehicles movements associated with the scheme would not be significant. It is proposed to erect new solid boundary treatment adjacent to the neighbouring properties.
Construction noise, dust and traffic will be harmful to local residents	Addressed in Sections 8.40 of this report. A condition is recommended requiring a Construction Logistics Plan to be submitted and approved to ensure construction noise and dust is not harmful to local residents.
Existing boundary fence in poor repair and no mention of renewing in the application	The Design Statement shows new fencing to the boundaries which will be secured by condition.
<i>Landscape/Trees</i>	
Arboricultural Report incorrect as regards the Silver Birch in garden of 8 Hollycroft Close; the Yew in garden of 10 Hollycroft Close is not shown.	<p>The development will have no impact on the Silver Birch which is shown to be retained and tree protection fencing erected around its root protected area.</p> <p>Whilst the Arboricultural report does not show a Yew in the rear garden of 10 Hollycroft Close, the tree protection plan shows that the ground adjacent to the boundary will be covered in temporary ground protection whilst the construction works are undertaken.</p>

Loss of green space – increase carbon footprint	Whilst some green space would be lost, a good soft landscaping scheme is proposed as well as green roofs to the buildings. Sustainability measures to reduce carbon emissions will be secured by condition.
Detrimental impact on wildlife habitat	Addressed in Sections 8.42 of this report.
Proposals for badger gates into properties on Croham Manor Road are not supported as there are no badgers on our properties at the moment	The application states that badger fencing is proposed but does not specify where this fencing will be situated.
<i>Transport and Parking</i>	
Inadequate parking provision and none provided for visitors	Addressed in Section 8.32 of this report. The London Plan does not require visitor parking to be provided.
Existing parking for 15a Normanton Road is insufficient	This is an existing situation and not worsened by the proposal.
Plans show parking and turning areas to be very cramped – plans appear incorrect	Addressed in Section 8.32 and 8.35 of this report.
Inadequate refuse arrangement	Addressed in Section 8.38 of this report.
No access for emergency vehicles. Distances for fire engines required by Building Regulations are not achievable.	Addressed in Section 8.37 of this report.
Existing access narrow and dangerous. The proposal exacerbates dangerous situation, especially for pedestrians	Addressed in Section 8.36 of this report.
Extra traffic detrimental to pedestrian safety. School and nursery in the immediate area extra traffic dangerous to children	Addressed in Section 8.39 of this report.
Adverse impact on highway safety. Exacerbate existing traffic problems and congestion	Addressed in Section 8.39 of this report.
Danger from construction vehicles. Access into site too narrow presents health and safety risk. Construction traffic will need to stop on the highway	Addressed in Section 8.40 of this report. A condition will be imposed requiring a Construction Logistics Plan to ensure construction is not harmful to local residents.

6.3 Cllr Maria Gatland (South Croydon Ward Councillor) has raised the following objections and referred the planning application to Planning Sub Committee:

- This is an overdevelopment of the garden of the original house that when permission was initially granted was meant for the use of the residents that currently live there;
- The design is utterly out of keeping with the local area;
- The proposed houses will have a detrimental impact on the residents behind in Hollycroft Close;
- There will a detrimental impact on the nature habitat and wildlife.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

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

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

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

7.4 Consolidated London Plan 2015

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

- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbouring occupiers
5. Parking and access
6. Trees, landscaping and ecology
7. Sustainability and environment
8. Other matters

Principle of Development

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018) which separates this target into three relatively equal

sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption, proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes South Croydon, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs in the Brighton Road area with a mix of windfall and infill development that respects the existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) has recently been adopted, which sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 Local plan policies have been updated since the previous planning application (Ref 14/03034/P) was refused and the above-mentioned significant need for housing is a strong material consideration in the determination of this current application. The application provides three additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 National and Local Plan Policy permits housing developments on back-land sites as long as the development respects the character of the area and residential amenity. Consideration of these issues are discussed in detail in the section below.
- 8.6 Local Plan Policy DM10.4 requires that in the case of development in the grounds of an existing building which is retained, a minimum length of 10m and no less than half or 200m² (whichever is the smaller) of the existing garden area is retained for the host property, after the subdivision of the garden. The proposal accords with the requirements of Policy DM10.4 in this regard. The plans show areas of communal amenity space for the existing building totally approximately 230sqm.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The application proposes 2x3 bedroom houses and a 1x2 bedroom house and overall, the proposal would provide a net gain in family accommodation and would contribute towards the Council’s goal of achieving a strategic target of 30% three bedroom plus homes.

Townscape and Visual Impact

- 8.7 The previous application in 2014 (LBC Ref 14/03034/P) which proposed two dwellings on this site (two storey with rooms in the roof) was refused as it was considered that the provision of residential properties of the scale proposed would have resulted in development out of character with the general layout of the area and the urban form.

It was considered that with this previous proposal, the form of back-land development would not have provided a high standard of design and layout, nor would it have respected the layout, form and character of the area within which it was to be located.

- 8.8 Whilst the site is located adjacent to residential gardens, there is a strong character of back-land/infill development within the immediate area. The dwellings in Hollycroft Close and Ward Close were delivered as a consequence of earlier back-land development, which was clearly of a more modern era compared to the buildings that front onto Normanton Road. Given the existing layout of the built form in the wider area, it is not considered that the proposed development would cause harm to the character of the wider area.
- 8.9 Planning policy has significantly changed since the previous application was refused. Development on back-land garden sites is supported in principle – subject to compliance with other policy elements. Policy DM10.1 of Croydon Local Plan (adopted 2018) states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area. This policy also says that in the case of development in the grounds of an existing building which is retained, development should be subservient to the host dwelling.
- 8.10 The Suburban Design Guide (adopted 2019) suggests appropriate ways of accommodating intensification within rear garden sites and suggests that in order to accord with Policy DM10.1, subservience can be achieved through proposals of either a lower height or articulated massing dependant on the context. If any part of the proposed development would be within 18m of the rear wall of any neighbouring dwelling, the proposal should be of a lower height. This may be best achieved by being a storey lower than the neighbouring dwelling – although it advises that accommodation might well be able to be accommodated within the roof-space.
- 8.11 In this instance, given the constraints of the site in relation to the adjacent residential properties and its back-land location, it would not have been appropriate to accommodate three storeys (as advocated Policy DM10.1) as this would have had an adverse impact on the amenities of the adjacent properties.



Figure 2. Section plan showing height of buildings in comparison to dwellings in Hollycroft Close and Ward Close

- 8.12 The proposed buildings would be subservient to the building situated towards the front of the site in terms of scale, height and mass. Whilst the proposed buildings would be within 18 metres of the adjacent properties on Hollycroft Close and Ward Close, they would be subservient in height, comprising largely flat roofs. Only a very small part of the roof of the proposed buildings would be higher than the ridge of dwellings on

Hollycroft Close which are situated on a lower ground level (as can be seen in Figure 2 above). As such the proposed building would not be visually dominating and would not be overly visible from any public vantage points.

- 8.13 The buildings, in terms of their layout and massing, have been designed to minimise their impact outside of the site. The site slopes from south to north with a height difference of approximately 1.5m with the proposed buildings being set down into the slope in order to reduce their overall height and mass – when viewed from neighbouring sites/gardens. The buildings have been positioned to minimise any impact on the adjacent dwellings as far as possible. Two of the units would be located adjacent to the southern boundary where the ground level would be much lower than the rear garden level to Ward Close properties. Only one unit would be located adjacent to the northern boundary; straddling the rear boundary of two dwellings fronting onto Hollycroft Close. A communal green space is also located to this side of the site.



Figure 3. Visual showing the layout of built form in relation to surrounding properties.

- 8.14 The Suburban Design Guide advocates different approaches to considering character, including a 'contemporary reinterpretation' approach whereby development seeks a contemporary appearance whilst working with traditional character forms and/or features and materials predominant in an area. The proposed development embraces the contemporary reinterpretation approach and is supported by officers.

8.15 The use of shallow mono-pitch roofs would serve to maximise the internal space whilst reducing the overall apparent height of the new dwellings making them visually recessive to the adjacent houses. The mass of the buildings has been broken down by the use of differing materials to articulate different built elements and the external materials palette has been drawn from local buildings. The entrances would be finished in a light-coloured brick and part of the ground floor would have a pale rendered finish, both of which are the predominant materials found in the surrounding area. The remaining parts of the upper floor is proposed as standing seam zinc to create visual interest in the façade and a biodiverse roof is partly proposed which creates a visual link to the vegetation.



Figure 3. Visual showing the layout of built form in relation to surrounding properties.

8.14 A parking court is proposed to be created in front of the new units which would be finished in permeable surfacing. This parking court would be separated by the parking area for the existing units by reconfigured communal amenity areas for existing residents with a further area of communal garden proposed for the new units. These areas should ensure that the hardstanding would not be overly dominant and that the site would still contain a number of green spaces.

8.15 The site has a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels should range between 150-250 habitable rooms per hectare (hr/ha). The proposal would provide 91hr/ha, well below the above density range although as explained above, the density of this development has been fundamentally determined by a well-executed design-led approach to the site and its potential rather than through the application of a somewhat crude and formulaic understanding of residential density. The proposal would provide three good sized family units and result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.

8.16 Overall, having considered all of the above against the backdrop of housing need, officers are of the opinion that the proposed development has been well considered and would create high quality housing that would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

8.17 All of the proposed new dwellings comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all are at least dual aspect

indicating that they will have good access to light and ventilation. High level windows and roof lights have been inserted in the dwellings that would abut the southern boundary in order to maximise light. The quality of proposed internal amenity space would be acceptable.

- 8.18 All units would have good sized private rear gardens that would exceed the required policy standards. The gardens would be bound with new extra heavy standard tree planting to provide separation and screening from the adjacent gardens. Whilst not required by policy, an area of communal outdoor amenity space is proposed which would provide the new units with an attractive open green vista to their frontages and improve their overall setting.
- 8.19 In terms of accessibility, Plot 1 has been designed to be wheelchair adaptable (M4(3)), while the other two are accessible and adaptable M4(2). This will be secured by condition.
- 8.20 The development results in high quality family accommodation, all with adequate amenities and provides an acceptable standard of accommodation for future occupiers.

Residential Amenity of neighbouring occupiers

- 8.21 The main properties that would be affected by the proposed development are 15a Normanton Road, Properties on Ward Close, Hollycroft Close and Croham Manor Road.

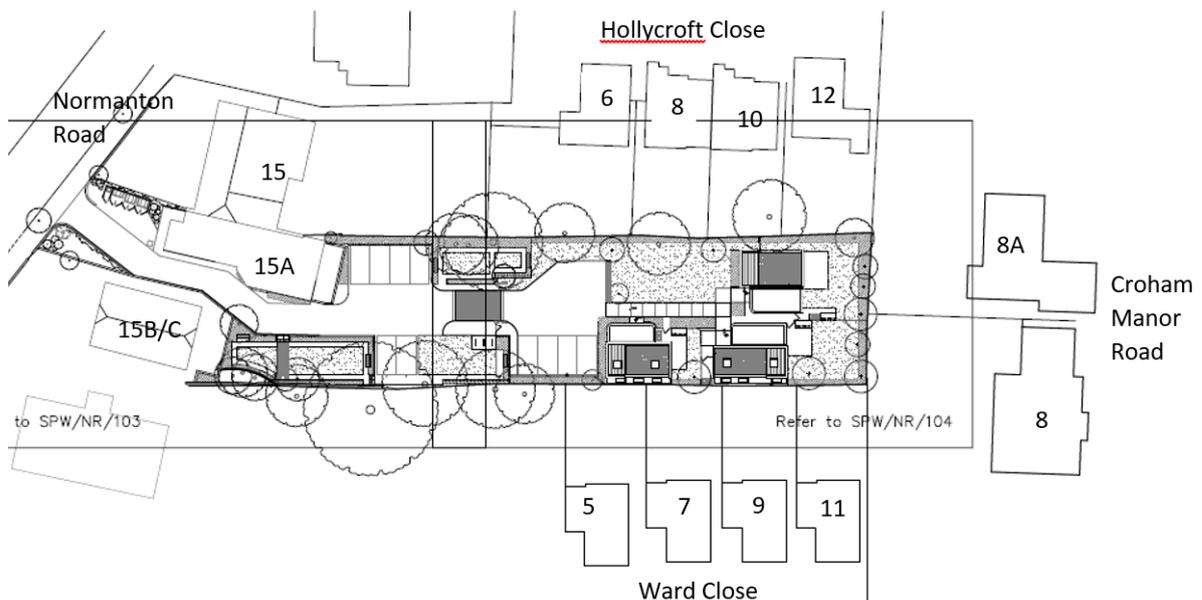


Fig 5: Proposed Block Plan highlighting the relationship with the adjoining occupiers.

Existing occupiers of 15a Normanton Road

- 8.22 The area of land on which the current development is proposed was previously identified as an external communal amenity space for the 7 flats accommodated within 15A Normanton Road and pursuant to planning permissions (LBC Refs 09/00451/P and 10/00736/P). Whilst it is unclear whether residents have a right to use this area of land (with the applicant advising that there are no other interests in the land the subject

of the planning application) it is clear that this proposal would remove part of the previously intended communal amenity space. However, to mitigate the loss, a dedicated communal open space would be created for the existing occupiers which would amount to approximately 230 sqm of usable amenity space. The existing car park would be reconfigured and the same number of parking bays (6) as existing would be provided.

- 8.23 At its closest point the new development would be situated over 30 metres from the existing building and would therefore cause no undue harm in terms of daylight/sunlight, privacy and outlook.

15b/c Normanton Road

- 8.24 This property is situated to the southern side of the entrance to the site. At its closest point the new development would be situated over 50 metres from this building and therefore would cause no undue harm in terms of daylight/sunlight, privacy and outlook. The proposal would utilise the existing access, and whilst it is noted that this access is in very close proximity to the front elevation of 15b/c, the introduction of three new properties accessing the site would not cause any materially harmful impact in comparison to the existing situation.

15 Normanton Road

- 8.25 At its closest point the new development would be situated over 40 metres from this building which comprises 7 flats. The proposal would cause no undue harm in terms of daylight/sunlight, privacy and outlook. The car parking spaces for the existing units would be reconfigured to be slightly closer to the boundary with this neighbouring property (approximately 0.5m from the boundary). This would not be so significantly different to the existing situation that the proposal would have any greater adverse impact.

Properties on Ward Close

- 8.26 Ward Close properties back onto the southern part of the site and are situated on higher ground compared to the application site. These properties have rear gardens of approximately 11m in depth. It is proposed to lower the ground level alongside the southern boundary, meaning that the proposed buildings would be 3.5m above ground level at the southern boundary. The proposal would sit approximately 1.6m above a standard boundary fence. Given site orientation, the ground level changes and the design/massing of the proposed buildings, the proposal should have no adverse impact on these dwellings; not being overbearing or causing any loss of light or outlook. The only proposed southern facing window serves a bathroom and any permission would be conditioned to ensure this window is obscurely glazed and non-opening below 1.7m above floor level.

Properties on Hollycroft Close

- 8.27 The properties fronting Hollycroft Close to the north are situated on a lower ground level. Their gardens rise at the rear and are approximately 10 metres deep.
- 8.28 Units 1 and 2 would be 10m from the northern boundary which would prevent any harmful loss of light or outlook. Their front elevations would be over 20m from the rear

elevation of these adjacent properties which would prevent any harmful loss of privacy and it is noted that there is mature landscaping within the rear gardens of these dwellings which would provide a soft screen.

- 8.29 Unit 3 would be located 1.7 metres from the northern boundary. The dwelling has been located to straddle the boundary between 10 and 12 Hollycroft Close so that it doesn't sit behind one dwelling in its entirety. This approach would prevent the proposal from significantly affecting the outlook from any one property. Given the orientation of the buildings, the sun would be at its highest in the sky where the development could cause any loss of light. The proposal would not encroach into the 25-degree angle from the ground floor windows of 10/12 Hollycroft Close and as such, any impact on light would be minimal. Only a high-level window would be inserted in the ground floor of the northern elevation and therefore the proposal would not cause any loss of privacy.

Properties on Croham Manor Road

- 8.30 The rearmost proposed building would be located 8 metres from the rear boundary and approximately 20m from the rear elevation of the closest property on Croham Manor Road (8A). Given this distance, the proposal would cause no harmful loss of light or outlook and accords with the SDG in terms of separation distance and ensuring there would be no undue loss of privacy. A mature treescreen is proposed to the rear boundary to provide a visual screen between the dwellings.
- 8.31 For the above reasons, it is considered the impact on the residential amenities of neighbouring properties is acceptable and in accordance with policy.

Parking and Access

- 8.32 The site has a PTAL of 2 which indicates relatively poor access to public transport. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1 and 2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. This would amount to a maximum requirement of 4 spaces. It is proposed to create four vehicular parking spaces off road and as such, the development would provide an acceptable amount of parking provision so not to have any adverse impact on the free-flow of the highway network. The plans show that vehicles can access and egress these spaces and leave the site in forward gear.
- 8.33 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP is recommended to be conditioned. One space will be suitable for a wheelchair user having an additional 1m clear space to the side with dropped kerb.
- 8.34 Cycle storage would be provided individually for each dwelling in accordance with London Plan requirements (2 spaces for each dwelling).
- 8.35 The parking area for the existing units would not be reduced in scale but would be reconfigured. 6 spaces would be provided as existing. Swept path drawings have been provided to demonstrate that vehicles can access and egress these spaces and leave the site in forward gear.
- 8.36 The existing vehicular access would be used to access the new units. The access is narrow in parts and whilst it is recognised that it is not ideal, it is as existing and it is

not considered that three more units would significantly worsen the situation. Given its narrowness, vehicles will not be travelling at speed and therefore, pedestrians would be put at any greater risk by the proposal. The existing gravel surface is in poor state and the application states that the access would be resurfaced with bound gravel over the concrete slab to make a suitable and robust shared surface.

- 8.37 Given the narrowness of the access track, fire tenders would not be able to access the site. Approved Document B of the Building Regulations, outlines the main standards required for fire safety of buildings (including dwellings). Commonly, with new developments, there should be access for a fire tender to the building curtilage without the vehicle needing to reverse more than 20 metres. However, for sites which are more constrained, alternative solutions can be provided to the satisfaction of local fire authority. The applicant has undertaken consultation with the Fire Safety Regulation Helpdesk at London Fire Brigade HQ to establish the fire safety standards, who have confirmed that *“Where sprinklers in accordance with BS 9251:2014 or BS EN 12845 are fitted throughout a house or block of flats: a) the distance between the fire appliance and any point within the house (in houses having no floor more than 4.5 m above ground level) may be up to 90m”*. In line with this, a sprinkler system in accordance with the above requirements is proposed to be provided.
- 8.38 Policy DM13.1 requires refuse and recycling facilities to be sensitively integrated within the building envelope where they will not be visually intrusive. The main refuse and collection point for the new houses will make use of the existing bin store at the entrance to the site adjacent to Normanton Road and the applicant has demonstrated that this store is large enough to accommodate bins for the existing and new units. Individual stores are also provided for each dwelling, discretely located within the private gardens/amenity spaces of the individual units.
- 8.39 Local residents have raised concern that the proposal will exacerbate existing traffic problems and congestion and have an adverse impact on highway safety. They are also concerned that the extra traffic will have a detrimental impact on pedestrian safety and dangerous to children as there is a school and nursery in the immediate area. The situation with regard to congestion in the area is existing. The introduction of three new dwellings would not cause any significant increase in the number of vehicles on the roads. The vehicular access is existing and therefore there is no reason to believe three new units would have any impact on pedestrian safety in comparison to the existing condition.
- 8.40 Residents have also raised concerns as regards the inability of construction vehicles to access the site and the highway dangers they would create by needing to stop on the highway. This issue are material and the site is constrained in terms of ease of construction. However, officers are satisfied that the project is able to be appropriately managed through compliance with a detailed Construction Logistics Plan which would need to be submitted and approved prior to the commencement of development (in consultation with the Council’s Highways and Environmental Health teams).

Trees, Landscaping and Ecology

- 8.41 The trees on site are not protected by a Tree Preservation Order and whilst the site is heavily vegetated (with a number of trees present) the Arboricultural Assessment and Council’s Tree Officer has confirmed that most of the trees are of poor quality. 10 poor quality trees are proposed to be removed and replaced with 10 new extra heavy

standard specimens alongside site boundaries. The proposed landscaping strategy is supported by officers.

- 8.42 The applicant submitted a Phase 1 Habitat Survey (March 2019), Walkover Badger Survey (March 2019), a Bat Emergence Survey (May 2019) and additional supporting information. The submitted information has been reviewed by the Council's Ecology Consultant who is satisfied that there is sufficient ecological information available for determination of this application, subject to the imposition of a number of conditions. It is recommended that the mitigation and enhancement measures set out in the submitted surveys are secured by condition to conserve and enhance protected and priority species and habitats particularly great crested newts, badgers, nesting birds and reptiles. The consultant has noted that reptile habitat may be present (i.e. brick piles, scrub and tall ruderal habitats) and as such, has recommended the imposition of a planning condition requiring a biodiversity method statement be submitted, in order to protect reptiles during construction.

Environment and Sustainability

- 8.43 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.44 The site has very low risk of surface water and fluvial flooding, but does have potential for groundwater flooding at the surface. A Flood Risk Assessment (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. The report outlines that SuDS techniques will be used to ensure flood risk is not increase elsewhere. Any permission would be conditioned requiring site-specific flood risk measures to be submitted and approved by the local planning authority.

Other Matters

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

Conclusions

- 8.46 The principle of development is considered acceptable within this area, the scheme providing three new homes. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no harmful impact on the amenities of the adjacent properties. Adequate parking is proposed on site and the impact on the highway network is acceptable. The replacement landscaping scheme would provide good mitigation for the loss of the existing trees on site and a number of conditions are required to ensure protected species are not harmed and mitigation provided. The proposal is therefore considered to be accordance with the relevant policies.
- 8.47 All other relevant policies and considerations, including equalities, have been taken into account.