

**PART 6: Planning Applications for Decision**

**Item 6.5**

**1 SUMMARY OF APPLICATION DETAILS**

Ref: 19/04615/FUL  
 Location: Land rear of 31-33 Croham Valley Road, (Facing onto Ballards Rise), South Croydon  
 Ward: South Croydon  
 Description: Erection of 2 two storey detached buildings with accommodation within the roofspace comprising 8 flats, bin store, formation of vehicular access and provision of 7 parking spaces  
 Drawing Nos: 250-D-00, 250-D-01-REVC, 250-D-02-REVC, 250-D-03-REVB, 250-D-04-REVB, 250-D-05, 250-D-06-REV-B, 250-D-07-REV-A, 250-D-08-REV-A, 250-D-09-REV-B, 250-D-10-REV-A, 250-D-11, 250-D-12-REV-C, 250-D-13-REV-A, 250-D-14, 250-D-15, 250-D-16, 250-D-17-REV-B, 250-D-18-REV-A, 250-D-19-REV-A, 250-D-20, 250-D-21, 250-D-22, 250-D-23, 250-D-24-REV-A, 250-D-25, 1710-GUADR-L-002 P02, Design and Access Statement (subject to amendments), Parking Stress, Flood Risk Assessment.  
 Applicant: Mr Owens, Silverleaf Investments 2 LLP  
 Case Officer: Hayley Crabb

	<b>studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>
<b>Existing houses</b>					
<b>Proposed Flats</b>		2	4	2	

All units are proposed for private sale

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
7	14

- 1.1 This application is being reported to Planning Committee as objections above the threshold have been received, the application has been referred by the Croham Valley Residents’ Association and by the Ward Councillor (Cllr Michael Neal) requested Committee consideration in accordance with the Council’s Constitution.

## **2 RECOMMENDATION**

2.1 That the Committee resolve to GRANT planning permission subject to the completion of a S.106 Agreement to secure the following heads of terms:

- A financial contribution of £6,000 towards highway management measures and the delivery of sustainable transport initiatives in and around Croham Valley Road and neighbouring streets.

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

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

### **Conditions**

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2) Materials to be submitted with samples
- 3) Depth of window and door reveals to be agreed along with privacy screens to terraces)
- 4) No use of flat roofs (apart from those shown as terraces)
- 5) Car parking to be provided as specified in the application prior to occupation
- 6) Bin store/vehicular access/visibility splays as specified in the application
- 7) No additional windows in the flank elevations/obscure glazed first/second floors
- 8) Landscaping scheme to be submitted including hard/soft landscaping, retaining walls, boundary treatments and planting as boundary screening and SUDs techniques
- 9) Prior to first occupation, electric charge points to be submitted and approved by the LPA
- 10) Flood Risk Assessment
- 11) Construction Logistics Plan
- 12) One unit to comply with M4(3)
- 13) 19% reduction in carbon emissions
- 14) Water usage restricted to 110 litres per person per day
- 15) Highways condition
- 16) Commencement of development within three years of consent being granted
- 17) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) CIL liability
- 2) Code of Practice for Construction Sites
- 3) Highway requirements

- 4) Protected species
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That the Planning 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 PROPOSAL AND LOCATION DETAILS**

#### **Proposal**

3.1 The proposal comprises the following:

- Erection of 2 buildings (blocks) comprising 2 x three bedroom (one 6 person and one 4 persons), 2 x 2 bedroom (4 persons), 2 x 2 bedroom (3 persons) and 2 x 1 bedroom flats (2 persons)
- Private amenity space for each flat
- Communal/play space at rear
- Integrated cycle stores
- Integral bin store
- Formation of vehicular access and provision of 7 parking spaces

#### **Site and Surroundings**

- 3.2 The application site is located on the north eastern side of Croham Valley Road (a local distributor road) on the western side of the junction with Ballards Rise. The proposed back-land development would front onto Ballards Rise.
- 3.3 Croham Valley Road is characterised by detached properties set back from and fronting the road, set within relatively generous plots. There are three properties at the end of Ballards Rise which also have spacious grounds. There is a significant rise in land levels from Croham Valley Road up Ballards Rise of at least a storey.
- 3.4 To the rear of the properties on Ballards Rise is designated as Metropolitan Green Belt/Site of Nature Conservation Importance and Archaeological Priority Area as identified in the Croydon Local Plan. It has a Public Transport Accessibility Level (PTAL) of 1b, considered to be 'very poor'.



### Planning History

- 3.5 The application site has had quite and extensive planning history.
- 3.6 (LBC Ref 07/00115/P) Erection of detached three bedroom house at rear with integral garage, formation of vehicular access onto Ballards Rise. Planning Permission **REFUSED** on grounds of character of the locality, unsatisfactory cramped backland development, detrimental to the amenities of adjoining occupiers from loss of privacy, poor outlook and visual intrusion and inadequate private amenity space
- 3.7 (LBC Ref 10/00910/P) Erection of a detached two bedroom bungalow at rear; formation of vehicular access onto Ballards Rise. Planning Permission **REFUSED** on grounds of character of the locality, unsatisfactory cramped backland development and detrimental to the amenities of adjoining occupiers from loss of privacy and visual intrusion. The application was the subject of a planning appeal which was dismissed on character ground only.
- 3.8 (LBC Ref 14/02840/P) Erection of a detached four bedroom house and detached garage; provision of vehicular access and associated parking. Planning Permission **REFUSED** as it was deemed it would be out of keeping with the character of the locality, resulting in an unsatisfactory cramped backland development that would be detrimental to the visual amenity of the street scene by reason of its design, scale, form and prominent siting and would be detrimental to the amenities of the occupiers of adjoining residential property resulting in visual intrusion. The application was the subject of a planning appeal which was dismissed on character ground only.
- 3.9 (LBC Ref 15/01512/P) Erection of a detached four bedroom house; provision of vehicular access and associated parking. Planning Permission **REFUSED** as it was deemed it would be out of keeping with the character of the locality by reason of its massing, siting, scale and depth of rear garden, resulting in an unsatisfactory

cramped backland development that would be detrimental to the visual amenity of the street scene.

3.10 (LBC Ref 15/04683/P) Erection of four bedroom single storey detached house with basement; provision of associated parking – Planning Permission **GRANTED**

3.11 (LBC Ref 16/03888/P) Erection of four bedroom single storey detached house with basement; provision of associated parking (without compliance with condition 7 - development to be carried out in accordance with approved plans - attached to planning permission 15/04683/P) – Planning Permission **GRANTED**

3.12 (LBC Ref 18/05411/FUL) Erection of 2 two storey detached buildings with accommodation within the roofspace comprising 1 three bedroom, 5 two bedroom and 3 one bedroom flats, bin stores, formation of vehicular accesses and provision of associated parking – Planning Permission Refused as it was deemed the proposed development would represent an over-development of the site as a consequence of an excessive number of units linked to the failure of the scheme to adequately accommodate off street car parking to support the number of units proposed, detrimental to the amenities and convenience of existing and future residential occupiers and highway conditions and safety within Ballards Rise and neighbouring streets.

#### **4 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- The principle of residential development on the site is acceptable;
- The design and appearance of the development is appropriate for the site;
- There would be no undue harm to the residential amenities of adjoining occupiers;
- The living standards of future occupiers are acceptable and compliant with the Nationally Described Space Standards and the London Plan;
- The level of parking and impact upon highway safety and efficiency is acceptable;
- Sustainability aspects of the development can be controlled by condition.

#### **5 CONSULTATION RESPONSE**

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

#### **6 LOCAL REPRESENTATION**

6.1 The application has been publicised by 20 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 26      Objecting: 26      Supporting: 0      Comment: 0

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

Summary of objections	Response
Fails to meet 30% of flats as 3 bedroom or more/residential mix/no other flats in area/	Addressed in Section 8.3 of this report
Overdevelopment by virtue of its bulk and massing/exceeding the density matrix/ Cramped accommodation/use of back garden land	Addressed in Section 8.4-8.5 of this report
Out of keeping/character with the area/Obtrusive by design/Overbearing	Addressed in Section 8.6-8.13 of this report
Visible from Metropolitan Green Belt/Metropolitan Open Land/Ballards Hillside/impact on hills and valleys	Addressed in Section 8.10 of this report
Adverse impact on neighbouring properties - Loss of privacy/Visual intrusion/Loss of light/Overlooking	Addressed in Section 8.14-8.15 of this report
Noise disturbance	Addressed in Section 8.15 of this report
Lack of private/communal amenity space	Addressed in Section 8.17 of this report
Access road too narrow – cul-de-sac/small to accommodate vehicular access and parking/blocking access to existing houses and blocking emergency vehicles	Addressed in Section 8.21-8.24 of this report
Impact on highway safety/insufficient parking/impact on Ballards Rise/impact on emergency vehicles/parking report/impact on pets and children	Addressed in Section 8.21-8.24 of this report
Drainage/Flooding due to excavation	Addressed in Section 8.29 of this report

Impact on wildlife/vegetation	Addressed in Section 8.30 of this report
Adverse impact on local services	The development would be liable for CIL which could ameliorate any impact on local services and infrastructure
Financial gain	This is not a planning consideration
Construction Logistics Plan	This would be secured through a pre-commencement condition

6.3 Cllr Michael Neal has objected to the scheme, making the following representations:

- DM10.1 The application does not respect:
  - a. The development pattern, layout and siting does not enhance the local character of the area
  - b. The scale, height, massing, and density is too large for the site and therefore an over development.  
This is a back garden development and should not be permitted.
- DM10.6  
The amenity of the occupiers of adjoining buildings are not protected through loss of light.
- DM10.9  
It does not respect or enhance or strengthen the local character of the area.

6.4 Croham Valley Residents Association has objected to the scheme, making the following representations:

- Lack of parking/parking bays/impact on parking/emergency vehicles/impact on Ballards Rise
- Overdevelopment of the site by virtue of its bulk and mass
- The proposed building with 8 flats would be out of character
- Cramped site/lack of communal amenity space
- Loss of privacy/visual intrusion
- Fails to provide sufficient mix of family accommodation
- Special character of hills and valleys
- Does not respect building heights
- Buildings would be visible from the Metropolitan Green Belt and/or Metropolitan Open Land
- Does not respect the existing character of the area
- Affect the water table/Increase risk of flooding

- Disturbance to wildlife/affecting nearby natural vegetation

## **7 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. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan (February 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;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- 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
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste



- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

### Emerging New London Plan

- 7.5 Whilst the emerging New London Plan is a material consideration, the weight to be afforded is down to the decision maker, linked to the stage the Plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and at the time of drafting this report, no response had been submitted to the Mayor. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets) but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.
- 7.6 The Intend to Publish version of the New London Plan has accepted the reduction of Croydon's overall 10 year net housing figures - from 29,490 to 20,790 homes, with the "small sites" target reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly higher than the current adopted 2018 Croydon Local Plan target of 592 homes set for windfall sites each year.
- 7.7 Should the Secretary of State support the Intend to Publish New London Plan, the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets (assuming it is adopted) Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.8 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.
- 7.9 Croydon Local Plan (adopted February 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
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM46 – South Croydon

7.10 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance
- Suburban Design Guide SPG (2019)

## **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. Townscape and visual impact
3. Residential amenity of adjoining occupiers
4. Residential amenity of future occupiers
5. Highways and transport
6. Trees and environment
7. Environment and sustainability
8. Other planning considerations

### **Principle of development**

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the Capital, helping to address overcrowding and affordability issues.

- 8.3 The site is located within an existing residential area. The application proposes 2 buildings for 8 flats which would provide additional homes within the borough, which the Council is seeking to promote. The scheme includes 2 x 3 bedroom (one 6 person and one 4 person) family units and 2 x 2 bedroom (4 person) family units and so contributes to meeting the Council's strategic objective of providing 30% of new homes as family homes. Whilst the surround area is characterised by houses, the provision of a flatted scheme is not contrary to policy.
- 8.4 Policy DM10 supports back land development subject to the impact on the character of an area and the amenities of adjoining properties. Given the site has been subdivided with a frontage onto Ballards Rise (with a previous planning permissions having been granted in 2015/16) officers are satisfied that the proposal does not constitute backland development (in its purist sense) and therefore, DM10.4 (e) is not relevant in this instance. The gardens of 31 and 33 Croham Valley Road would however have garden lengths in excess of 10m and each would be in excess of 200 square metres.
- 8.5 In respect to the density of the scheme, representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that the density levels ranges of 150–200 hr/ha habitable rooms per hectare (hr/ha); the proposal would be in excess of this range (321 hr/ha). However, the London Plan density matrix is a guide and cannot be used as a prescriptive measure. Furthermore, the London Plan provides sufficient flexibility for higher density schemes to be supported – subject to detailed consideration of the various effects of a higher density of development. It should be noted the London Plan is currently being revised and the density figures are intended to be removed from the plan. As such, there would be insufficient grounds for refusal based on this particular matter.

### **Townscape and Visual Impact**

- 8.6 Policy DM10.1 and DM46 sets out that developments should seek to achieve three storeys whilst respecting the character of the area, particularly development pattern, layout and siting; scale, height, mass and density; and appearance, materials, features and the Place of Croydon.
- 8.7 The proposed buildings would be located to the rear of 31 and 33 Croham Valley Road. Ballards Rise is a cul-de-sac which have 3 large detached properties at rear. The proposed buildings would front onto Ballards Rise (albeit with side entrances). The proposal is for two buildings (blocks of flats) which would be set within the topography of the site and would be stepped in height. Whilst the proposed buildings would be larger than the neighbouring houses (and larger than the scheme the subject of previous planning permissions) it is considered that the scale and massing of the proposed development would respond well to local character and topography. It is considered the proposed development would be acceptable in terms of its

impact on the character of the area and would not lead to a cramped form of development.

8.8 The proposed buildings would be set back from the pavement with bin storage incorporated into the building. 7 parking spaces would be provided for the proposed development which would be located in front of the building. Cycle storage would also be located within the building which would reduce visual clutter. Full details of the materials would be secured by condition. These would add interest to the development and soften the appearance of the development in the street scene. Soft landscaping would also be provided which would help the development integrate with the existing street and provide a buffer for future occupiers. These can be secured by condition. Below is a plans and illustrative image of how the development would integrate into its surroundings.





- 8.9 It is acknowledged that planning permission has been granted for lower buildings on the plot (ground/lower ground floor level) and schemes previously refused on the site for larger development forms (with refusals of planning permission between 2007 and 2014). These however were for a smaller site to the one proposed and were prior to the adoption of the Croydon Local Plan 2018 and London Housing Supplementary Planning Guidance and the Council's own Suburban Design Guide SPD. The Croydon Local Plan 2018 did not re-introduce the "protection of wooded hillsides" policy in the previous plan – which was a significant element of previous refusals and introduced specific reference to three-storey buildings being acceptable, subject to the issues set out below. As such there has been a significant change in policy since previous schemes were refused – and even since the most recent planning permission for the 4 bedroom detached house in 2015/16.
- 8.10 The site has partially been cleared with some periphery planting to the boundaries. To the rear of the properties on Ballards Rise is Metropolitan Green Belt/Metropolitan Open Land. Whilst the proposal would be visible from Ballards Rise and potentially from Ballards Farm Road, it is considered the proposed site would be adequately screened and sufficient distance to not have an impact on the sense of openness of the Metropolitan Green Belt. A detailed landscaping strategy has been provided, showing screening/trees along the side and rear boundaries, which can be secured by condition.



- 8.11 Whilst the materials would not match those in the area, it is considered the proposed development would be acceptable given the buildings would be set back from the road frontage and built into the topography of the land and given the buildings/roof form, have been designed in order to minimise their appearance from the street scene with soft landscaping. Officers are satisfied with the design quality of the scheme which would relate well to the Ballard way street-scene – making the most of topographical features.
- 8.12 Representations raised with regard to loss of garden land/amenity space. The land has been sub-divided and therefore does not form the rear gardens of properties in Croham Valley Road. Amenity space would be provided in line with policy.
- 8.13 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above adopted policies in terms of respecting local character.

### Residential amenity of adjoining occupiers



8.14 The area is residential in character and policy DM10 protects the first 10m of private amenity space from direct overlooking. 31 and 33 Croham Valley Road have garden lengths in excess of 10m. The proposed building would be set approximately 2m from the side boundary with 31 and 33 Croham Valley Road. Windows are proposed in the side of the building facing the garden of these properties at ground floor level with hedging adjacent to the side boundary minimising overlooking. There are no windows at first floor level at side and high level rooflights in the roof rooflight to provide natural daylight to the bathroom and en-suite. Private amenity space has been designed within the building so as to not overlook these properties. Whilst the rear of the garden of 29 Croham Valley Road would be overlooked by windows in the rear elevation, as this section of the garden is not incorporated into the first 10 metres of this garden, it is not protected by policy. It is recommended that wall side facing windows should be obscure glazed (to non-habitable windows where appropriate).

8.15 The properties in Ballards Rise are set at a higher land level to the site with natural screening. Windows are proposed in the side of the building facing these properties at ground floor level, a secondary window is proposed to a kitchen/dining area and bathroom at first floor level. It is recommended for these windows to be conditioned obscure glazing. Given the size, siting, design and orientation of the proposed buildings in relation to the siting of the adjoining occupiers, the degree of overlooking would be acceptable, especially given that an element of mutual overlooking is typically found in residential areas. Moreover, officers are satisfied that the development would not have a significant impact in terms of noise and disturbance and would not introduce sufficient harm to substantiate a sustainable reason for refusal (in view of the current policy position).

### **Residential Amenity of Future Occupiers (Overall Residential Quality)**

8.16 All flats would exceed the minimum standards set out in the Technical Housing Standards - National Described Space Standards (2015) and have private amenity space. A communal/play space would be provided in the rear garden in line with

policy. Moreover all flats would have an adequate level of light and outlook. Unit 1 and Unit 2 show a study room. The rooms are under 7.5m<sup>2</sup> and therefore not classified as a bedroom.



8.17 The ground floor units would have private external amenity space, the uppers floor flats would each have private amenity space and a small external communal area at rear. The Croydon play space calculator states an area of 12.2m<sup>2</sup> should be provided for play space. It is considered there is sufficient space at rear to provide a play space which would accord Policy DM10.

8.18 Internal cycle storage is shown close to the main entrance to each blocks, convenient for future occupiers. The 14 spaces would be provided which accord with policy requirements.

8.19 The bin store has been designed to be integral with the building. A waste calculator has been provided to show the bin store would provide adequate space for the



refuse requirements of the development. It is also considered the siting of the bin storage is considered acceptable. There are 3 houses at far end of Ballards Rise and it is likely the refuse collection arrangements would align with existing protocols.

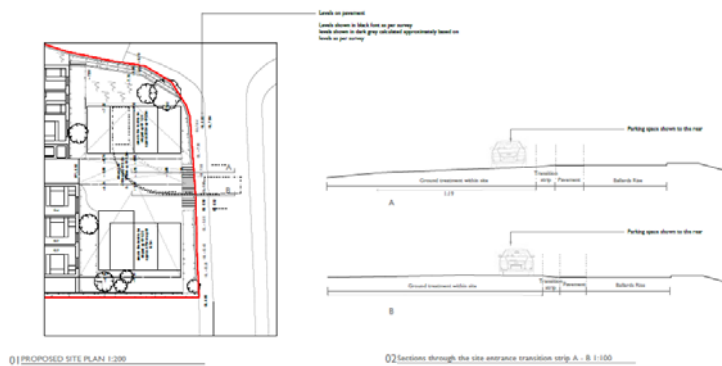
- 8.20 Level access would be provided to the ground floor flat of block B only due to the topography of the site. The ground floor unit would be M4(3) compliant providing a wheelchair accessible unit although these are matters controlled and managed through the Building Regulation process. A ramp could be provided by condition to the other ground floor unit if required but given the topography of the site and the constrained nature of the site it is considered acceptable.

### **Highways and Parking**

- 8.21 The site has a PTAL rating of 1b which means very poor accessibility to public transport links. That said, there is a bus stop in close proximity to the site with regular services to Selsdon, South Croydon and East Croydon districts. Under the provision of the London Plan requirements 8 off-street spaces would be required for the proposed development and the current proposal is providing 7 parking spaces. The Suburban Design Guide SPD indicates that the borough will encourage lower parking provision than the maximum car parking standards set in both the current and draft new London Plan. However it further advises that in areas of very low transport accessibility (such as in areas of PTAL 0-1) it will be harder to access sustainable transport and therefore it may be more difficult to reduce reliance on private cars. It advises that in these area the Council will seek to accommodate all parking within the site (off street) and any anticipated need for on street parking will be judged on a case by case basis. Whilst this approach recognises the reality that the private car might continue (for the time being) to be the preferred transport choice of future residents in this area, it recognises that the issue should be considered on a case by case basis.
- 8.22 In this case, 7 parking spaces are proposed for 8 flats of which 2 flats are 1 bedroom flats. The applicants have undertaken a parking stress test that indicates that there is an adequate level of spaces to park on neighbouring roads to accommodate any overspill of parking from the proposed development (mostly limited to Ballards Way). The survey data indicates that the surrounding area has sufficient capacity to accommodate off-street parking, with maximum stress levels of 30% experienced during the week (11 of 43 spaces parked) indicating that the potential overspill can be accommodated on street without affecting existing residential amenity. Having considered the number of spaces proposed and the proximity of the site to public transport services adjacent to the above site (albeit limited) and parking availability in the vicinity, it is considered (on balance) that the proposed development would provide an adequate level of parking on site and the area would be able to accommodate any potential overspill of parking.
- 8.23 Policy SP8 and DM29 seeks to manage use of the private car and promote sustainable travel. DM30 requires a car club space to be provided on nine unit schemes, where there is likely to be interest from an operator. Whilst there is

sufficient parking on site and on street to ensure that the impact on the network is satisfactory, sustainable travel should still be promoted in accordance with these policies. Therefore, a contribution is recommended, and has been agreed with the applicant, towards the provision of sustainable travel measures, most likely to be traffic management measures on Ballards Rise (to ensure that overspill parking does not obstruct the road) and the provision of a car club space in the local area, which will help mitigate overspill parking as well as encouraging sustainable travel

8.23 The vehicular access would be located on a slope but this is not considered to lead to a significant risk to highway safety. Visibility splays can be provided. It should be noted that the previously refused applications all made similar provisions for access and parking and were not refused on those grounds.



8.24 Objections relating Ballards Rise relating to Access road too narrow – cul-de-sac/small to accommodate vehicular access and parking/blocking access to existing houses and blocking emergency vehicles, Impact on highway safety/insufficient parking/impact on Ballards Rise/impact on emergency vehicles/parking report/impact on pets and children. It is of relevance that a vehicle could currently halt on Ballards Rise and cause the same issue. The parking stress survey acknowledges that Ballards Rise is too narrow to allow vehicles to park on street and it is anticipated (not unreasonably) that future users of the street will continue to observe common sense. The Police and highways enforcement officers have powers relating to obstructing the highway which could be used if necessary and it is considered unreasonable to refuse planning permission for this reason as a sufficient level of parking would be available (on and off street – away from Ballards Rise). In other words, the issue already exists and this scheme should not render the situation any worse (as long as users of the road apply common sense). It should also be noted that the Council propose to place double yellow lines in Ballards Rise, in order to prevent people from parking there.

8.25 A construction logistics plan during the construction works would need to be conditioned. Various highway works would need to be carried out in Ballards Rise to facilitate access arrangements which would require a separate highways agreement under S.278 of the Town and Country Planning Act.

### **Trees and Environment**

- 8.27 At the time of the officer's site visit, the site had partially been cleared with some periphery planting to the boundaries. No arboricultural objection has been raised. Therefore hard/soft landscaping including trees could be secured by condition.

### **Environment and Sustainability**

- 8.28 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.
- 8.29 A Flood Risk Assessment (FRA) has been submitted. The site is within Flood Zone 1 and an area at very low risk of surface water flooding. The Flood Risk Assessment could be conditioned and there are opportunities to incorporate SUDs as part of a landscaping scheme for the site, which could be dealt with by condition. This would prevent a significant impact on flood risk.

### **Other Planning Considerations**

- 8.30 Objections relating to wildlife/natural vegetation are noted however there is no evidence of protected species on site. Given the site has partially been cleared, a landscaping condition is recommended and wildflower planting is proposed.
- 8.31 A construction Logistics Plan would be secured as a pre-commencement condition.
- 8.32 The development would be CIL liable. The levy amount has been calculated to ensure that the development contributes to meeting the need for physical and social infrastructure, including educational and healthcare facilities.

### **Conclusions**

- 8.33 It is recommended that planning permission should be granted for the proposal, as it would be acceptable in all respects, subject to conditions.
- 8.34 All other relevant policies and considerations, including equalities, have been taken into account.