

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/05034/FUL  
 Location: 6 Croham Valley Road, South Croydon, CR2 7NA  
 Ward: South Croydon  
 Description: Demolition of existing house; erection of a two storey building plus roof space to provide 9 apartments; provision of 8 car parking spaces, refuse store and new landscaping.  
 Drawing Nos: 100 Rev 1, 101 Rev 6, 102 Rev 8, 103 Rev 8, 104 Rev 8, 105 Rev 4, 200 Rev 7, 201 Rev 7, 202 Rev 4, 301 Rev 2, 400 Rev 4, 401 Rev 5, 402 Rev 5, 403 Rev 4, 2019/4836/001 Rev A.  
 Applicant: Trinity Square Developments  
 Agent: N/A  
 Case Officer: Samantha Dixon

|                       | 1 bed            | 2 bed            | 3 bed            | 4 bed | 5 bed |
|-----------------------|------------------|------------------|------------------|-------|-------|
| <b>Existing</b>       |                  |                  | 1                |       |       |
| <b>Proposed flats</b> | 1 (1 x 2 person) | 5 (5 x 4 person) | 3 (3 x 5 person) | 0     |       |

*All units are proposed for private sale*

| Number of car parking spaces | Number of cycle parking spaces |
|------------------------------|--------------------------------|
| 8                            | 21                             |

1.1 This application is being reported to committee because the ward councillor (Councillor Michael Neal) made a representation in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

**2.0 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.
- The costs associated with the removal and replanting of street trees (including on-going maintenance) to facilitate the formation of the crossover

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

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. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Details of site specific SuDS to be submitted prior to any above ground works
4. Flood resistance and resilience measures to be submitted prior to any above ground works
5. Biodiversity enhancement strategy to be submitted prior to any above ground works.
6. Details of materials to be submitted prior to any above ground works
7. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted prior to occupation
8. Full details of cycle and bin stores to be submitted prior to occupation
9. Wildlife sensitive light design scheme to be submitted prior to occupation
10. Details of children's playspace to be submitted prior to occupation
11. Details of electric vehicle charging point to be submitted prior to occupation
12. Details of ramp to the rear to be agreed prior to occupation
13. 19% Carbon reduction
14. Construction Logistics Plan as submitted
15. No additional windows in the flank elevations
16. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m
17. Inclusive access M4(2) and M4(3)
18. Car parking to be provided as specified
19. reinstatement of existing vehicle access
20. No obstruction over 0.6m in height in pedestrian visibility splays
21. Accordance with mitigation and enhancement measures outlined in the submitted Ecological Survey
22. Accordance with Construction environmental management plan (biodiversity)
23. 110litre Water usage
24. 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) Highways works
- 4) 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:

- Demolition of existing house
- Erection of a three storey building to create 9 residential units including 3 x 3 bed flats, 5 x 2 bed flats and 1 x 1 bed flats.

- Provision of communal external amenity space and children's play space
- Provision of 8 off-street parking spaces
- Provision of associated refuse and cycle stores

3.2 During the course of the application amended plans have been received which alter the location of the bin and cycle stores and to provide information on visibility splays and vehicular manoeuvring within the site.

### Site and Surroundings

3.3 The site is located to the south side of Croham Valley Road and comprises a detached dwelling with vehicular access and a large rear garden which slopes upwards from front to rear.

3.4 There are no specific local plan policy designations related to the site itself. The land to the rear is designated as metropolitan open land and land on the northern side of Croham Valley Road is a Site of Nature Conservation Importance and Croham Hurst Golf Club is immediately behind the site. The site has a PTAL of 2 which indicates relatively poor access to public transport.



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

### Planning History

3.5 19/03579/PRE Proposed demolition of existing dwelling, erection of a building comprising 5 two bedroom flats, 3 three bedroom flats and 1 one bedroom flat.

3.6 The following applications at nearby sites are also of relevance:

### *3 Croham Valley Road (diagonally opposite but one site)*

18/06067/FUL Demolition of existing building and the erection of a five storey building (two storey fronting Ballards Farm Road with basement levels) comprising 7 flats with creation of new access off Croham Valley Road, parking areas (7 spaces) refuse storage and landscaping

Application under consideration

### *5 Croham Valley Road*

19/03628/FUL Demolition of the existing property and erection of 6 houses (3 houses fronting Croham Valley Road and 3 houses fronting Ballards Farm Close), gardens, car parking, new accesses, refuse and recycling.

A report into this proposal appears elsewhere on this agenda.

### *R/O 31-33 Croham Valley Road*

19/04615/FUL) Erection of 2 two storey detached buildings with accommodation within the roof-space comprising 8 flats, bin store, the formation of vehicular access and provision of 7 parking spaces.

A report into this proposal also appears elsewhere on this agenda.

## **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, utilising the contemporary reinterpretation approach the appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory 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 and S106.
- Sustainability aspects can be controlled by 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 10 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: 22    Objecting: 22    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:

| Objection   | Officer comment  |
|---|--|
| <i>Design and appearance</i>  |  |
| Massive overdevelopment of the site with the building occupying most of the site that is evidenced by how much it extends beyond the rear building line of the neighbouring properties. Will add 20 bedrooms and potentially 37 persons   | Addressed in Section 8.16 of this report.  |
| By virtue of its bulk, mass and poor design would create an overbearing incompatible building that fails to integrate into the neighbourhood, causing significant harm to the appearance of the site, the surrounding area and street scene. Has a very unattractive, irregular shape and a contemporary style. | Addressed in Section 8.8 – 8.14 of this report.  |
| Roof ridge line of unacceptably high  | Addressed in Section 8.10 of this report.  |
| Frontage of site dominated by parking bays  | Addressed in Section 8.15 of this report.  |
| Flats out of keeping in the area  | Planning policies and the Suburban Design Guide advocate infill development for new residential units in the suburbs. There is no objection to the principle of flatted development in this area. Addressed in Section 8.4 of this report. |
| <i>Impact on amenities of neighbouring properties</i>   |  |
| The rear building line extends a totally unaccepted distance beyond that of the two neighbouring properties 4 and 8 Croham Valley Road.   | Addressed in Sections 8.25 and 8.28 of this report.  |

|   |  |
|---|--|
| A number of existing surrounding properties will suffer loss of privacy and visual intrusion due to there being multiple balconies. | Addressed in Sections 8.23 to 8.29 of this report.   |
| Extra noise and disturbance   | This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra noise or disturbance that is not associated with a residential area. A condition will be imposed requiring compliance with the Construction Logistics Plan to ensure construction noise is not harmful to local residents. |
| <i>Transport and parking</i>  |  |
| Inadequate parking provision  | Addressed in Sections 8.30 – 8.33 of this report.  |
| Parking bays and turning area are too small meaning vehicles will park on the road  | Addressed in Sections 8.36 of this report.   |
| Cumulative impact of cars on road with other nearby developments  | Addressed in Section 8.32 of this report.  |
| Highway danger of cars parked on busy road and bus route  | Addressed in Sections 8.32 and 8.33 of this report. The Transport Statement discounts parking of cars on Croham Valley Road as it is recognised that this is a busy main thoroughfare. There is adequate available parking on adjacent roads to accommodate any potential overspill parking.   |
| Obstruct two bus stops  | The proposed development would have a vehicular access in a similar position to the existing. The proposal would not obstruct any bus stop. Comments regarding parking on Croham Valley Road are addressed above.  |
| <i>Amenities of future occupiers</i>  |  |
| Lack of both private amenity and communal amenity space for residents   | Addressed in Sections 8.19 and 8.20 of this report.  |

|   |  |
|---|--|
| No affordable housing provision   | This is a minor development and there is no policy requirement for affordable housing.   |
| Need for more family homes not flats.   | The proposal would provide 3 x three bedroom unit and 5 x 2 bedroom 4 person units which is an increase in family units over the existing situation. |
| Other matters   |  |
| Will be visible from areas of Metropolitan Green Belt and/or Metropolitan Open Land | The site is not located in the Metropolitan Green Belt   |
| Extra pressure on local services  | The application is CIL liable. Addressed in Section 8.45 of this report.   |

6.4 The following Councillor has made representations:

- Cllr Michael Neale (South Croydon Ward Councillor) objected to the proposal and referred it to Planning Committee:
  - The development pattern, layout and siting does not enhance the local character of the area
  - It does not respect or enhance or strengthen the local character of the area
  - The scale, height, massing and density is too large for the site and therefore an overdevelopment
  - The amenity of the occupiers of adjoining buildings are not protected through loss of light

6.5 Croham Valley Resident's Association have objected to the proposal:

- Massive overdevelopment of the site with the building occupying most of the site that is evidenced by how much it extends beyond the rear building line of the neighbouring properties.
- Will add 20 bedrooms and potentially 37 persons
- By virtue of its bulk, mass and poor design would create an overbearing incompatible building that fails to integrate into the neighbourhood, causing significant harm to the appearance of the site, the surrounding area and street scene. Has a very unattractive, irregular shape and a contemporary style.
- The rear building line extends a totally unacceptable distance beyond that of the two neighbouring properties 4 and 8 Croham valley Road.
- A number of existing surrounding properties will suffer loss of privacy and visual intrusion due to there being multiple balconies.
- Lack of parking provision
- Parking bays and turning area are too small meaning vehicles will park on the road
- Roof ridge line of unacceptably high
- Building of 9 flats is out of character with existing properties

- Frontage of site dominated by parking bays
- Lack of both private amenity and communal amenity space for residents
- The building will be visible from areas of Metropolitan Green Belt and/or Metropolitan Open Land.

## **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

#### 7.7 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. 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.

The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

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.

## **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 neighbours
5. Access and parking
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 (although in the process of being amended) 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 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 The application is for a flatted development providing 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 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m<sup>2</sup>. The existing building on site is a 3 bedroom house with a floor area of approximately 137sqm. All of the proposed units have floor spaces of less than 130sqm and 3 of the new units would comprise three bedrooms. There would therefore be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 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. CLP policy goes on to say that within three years of the adoption of the plan, an element may be substituted by two-bedroom (four person) homes. The application proposes 3 x 3 bedroom units and 5 x 2 bedroom 4 person units. Overall, the proposal provides a net gain in family accommodation and contributes towards the Council's goal of achieving a strategic target of 30% three bedroom plus homes.

### **Townscape and Visual Impact**

- 8.7 The existing dwelling on site is a two storey detached property dating back to the 1930s/40s. It is clad in white render with a pitched roof and double garage to the side. The building does not hold any significant architectural merit and therefore there is no objection to its demolition.
- 8.8 CLP Policy DM10.1 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.
- 8.9 The dwellings to the east of the site along Croham Valley Road are large detached properties of a full two storeys. No.2-4 Croham Valley Road (the first building when approaching from the west) is a semi-detached pair with the first floor rooms contained partly within the roof space. This area generally has a traditional character, comprising mostly individual dwellings with generous gaps between them. The buildings have mostly rendered, brick or tiled elevations with pitched tiled roofs.
- 8.10 The Suburban Design Guide (SDG) suggests appropriate ways of accommodating intensified development on sites depending on the character, height and type of surrounding buildings in the area. The character of the immediate surrounding area does not fall distinctly into any of the ideologies set out in the SDG. In this case, it is considered that the proposed two storeys with accommodation in the roofspace is an appropriate design solution for this site. It conforms to the three storeys required by local plan policy whilst ensuring that the building is not overly dominant from the western approach and in comparison to No.2-4. The overall ridge height of the proposal sits above that of the neighbouring properties either side, however the sloping roofs and the distance between the properties allows a distinct gap to be retained between the buildings.



Figure 2: Plan of proposed frontage within the street scene

8.11 The front of the building sits in line with the neighbouring property at No.8 and well behind the building at No.4 and thereby retains the established building line on this side of Croham Valley Road.

8.12 The new building is conceived as a contemporary interpretation of the traditional suburban house form that dominates 20<sup>th</sup> century architecture such as the dwellings found along Croham Valley Road. The building has the appearance of a single dwelling within the street scene. It has a gabled front elevation with hipped roofs. The building consist of a plinth at ground floor level with 1.5 storeys of accommodation above. The plinth and offset gable with chimney feature successfully breaks up the massing of the building and create a built form that appears consistent with the prevailing scale along Croham Valley Road. Front dormers are proposed but they are lightweight and do not dominate the roof form.



Figure 3. Visual interpretation of front elevation

8.13 The front of the proposed building has a strong visual presence and a clear design approach which is enhanced by the use of brickwork and simple palette of materials. It is proposed to utilise red brick to the elevations with red tiles to the roof and part of the façade. Red brick, red tiles and hanging tiles can be found on properties in the surrounding area. This would be offset by the use of dark frames to the fenestration and balustrades. Full details of external materials will be secured by condition.

- 8.14 The building has a greater footprint than the current house however given the layout of the buildings in this row the impact on the appearance of the wider area is not harmfully affected. The building is set in from the side boundaries and the roof slope maintains a visual gap between the plots. Whilst the proposed built form is significantly deeper than the adjacent properties, this width steps in considerably at the rear and the overall mass will not be readily apparent from any public vantage points.
- 8.15 The existing dwelling has a large area of hardstanding to the frontage with two accesses onto the highway. It is noted that numerous dwellings on Croham Valley Road also have large expanses of hardstanding to the front of the buildings. The extent of hard surfacing at the front of the site would be increased to provide a parking forecourt. One of the accesses would be stopped up and a more centralising access provided. A beech hedge border is proposed along the rest of the front boundary to provide a soft buffer between the hardstanding and highway. An area of soft landscaping is also proposed to the western part of the frontage. Overall, given the existing situation and introduction of additional soft landscaping, the proposed hardstanding would not have an overly dominant or incongruous impact on the visual amenities of the area. The refuse and cycle stores would be discretely located to the side of the building which is welcomed.
- 8.16 The site has a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha) are appropriate. The proposal would provide 294 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. The application site is a large plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.
- 8.17 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would create a high quality contemporary reinterpretation that would comply with the objectives of the above policies in terms of respecting local character.

### **Housing Quality for Future Occupiers**

- 8.18 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). The majority of units are dual aspect, and the single aspect units are all south facing. Overall, the quality of proposed internal amenity space is considered acceptable.
- 8.19 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All units have private amenity spaces that meet or exceed the required standards.
- 8.20 A communal garden (approximately 250sqm) is provided at the rear of the site, accessed to the side of the building. A childrens play space is shown to be provided

within the communal garden space and full details of this area will be secured by condition.

8.21 In terms of accessibility, step-free access is provided into the building and to the communal garden. Unit 1 is shown to be a wheelchair user dwelling (building regulations M4(3) compliant) and the other two ground floor units would be accessible and adaptable dwellings (building regulations M4(2) compliant). This would be secured by condition. A ramped access to the rear communal space is proposed. A condition is recommended regarding the detailed design of this so that it can provide facilities for those in wheelchairs. A disabled parking bay is also proposed.

8.22 Overall, the development is considered to result in a high quality development including 3 x three bedroom units and good amount of family accommodation, all with adequate amenities and provides an acceptable standard of accommodation for future occupiers.

### Residential Amenity for Neighbours

8.23 The main properties that would be affected by the proposed development are 4 and 8 Croham Valley Road.



Fig 4: Proposed Block Plan highlighting the relationship with the adjoining occupiers.

### 4 Croham Valley Road

8.24 This semi-detached dwelling is located to the north west of the site. This building is located approximately 8m from its side boundary and has detached garage to its eastern side. It has a first floor east facing window in the roof gable facing the

application site as well as two ground floor side windows, one to the front entrance porch.

- 8.25 As per the existing building on site, the proposed building sits further back on the site than No.4. Whilst the proposal building extends significantly deeper into the plot than No.4, the rear element is stepped and set off the boundary. The development does not encroach over a 45 degree angle from the rear windows of No.4 either horizontally or vertically. Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation.
- 8.26 No.4 has windows in its side elevation, approximately 8m from the shared boundary. The house is divided from the application site by its detached garage as well as mature landscaping. The proposed building sits on a building line to the rear (south east) of these windows and as such it is not considered that the proposed building would have any harmful impact on outlook from them. One ground floor window serves the entrance porch to No.4 and the second window in this side is located next to the garage and therefore outlook and light to this window is already impeded. The first floor window is located in the roof gable and the proposed building does not impede a 25 degree angle from this window, meaning that it is unlikely that the development would cause any harmful impact in terms of light to it. Further, Paragraph 2.9.3 of the SDG outlines that daylight and sunlight analysis study will not normally be required where a neighbour's window directly faces onto or over an application site in a manner that is considered to be un-neighbourly. These un-neighbourly windows place undue restraints on the development, and as such the light and outlook they receive will not receive significant protection.
- 8.27 There are no windows proposed that would cause any loss of privacy to No.4. The proposed ground floor windows in the side elevation would face the boundary fence. The first floor level side facing windows and secondary and would be conditioned to be obscurely glazed and non-opening below 1.7m above floor level. Overall, the impact on No.4 is acceptable.

### 8 Croham Valley Road

- 8.28 This building is located to the south east of the application site. It is a two storey detached dwelling with an attached double garage adjacent to the application site. The proposed building does not encroach over a 45 degree angle from the rear windows of No.11 either horizontally or vertically. Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation and given the orientation of the buildings would cause no harmful loss of light.
- 8.29 There are no windows proposed that would cause any loss of privacy to No.8. The only side facing first floor window is secondary and would be conditioned to be obscurely glazed. Overall, the impact on No.8 is acceptable.

### **Parking and access**

- 8.30 The site has a PTAL rating of 2 which means that it has relatively poor access to public transport links. It is however noted that there is a bus stop directly outside the site which provides 2 bus routes (64 and 433). The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit

and 3 bedroom units up to 1.5 spaces per unit. The maximum required for the proposed scheme would be 10.5 spaces.

- 8.31 It is proposed to create 8 vehicular parking spaces off road all from a single access from Croham Valley Road. Based on the above maximum parking standards, there could be a maximum shortfall of 2.5 spaces.
- 8.32 A parking stress survey has been undertaken to Lambeth Methodology which has also considered the cumulative impact of this development with other consented schemes or submitted planning applications in the surrounding area. The survey shows that a minimum of 24 vacant parking spaces out of a capacity of 34 spaces are available overnight (20 if the other developments are taken into account equating to 41% existing parking stress). It is important to note that the survey discounted any parking on Croham Valley Road given that it is a main busy thoroughfare and noted that parking is only possible to one side of Manor Way. Given the low parking stress in the area, it is considered that the additional of a potential 2.5 extra vehicles parking on street would not have a significantly harmful impact on highway safety in this instance, the proposal potentially resulting in a maximum parking stress of 48.5%.
- 8.33 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 Croham Valley Road (to ensure that the bus route is not affected by any overspill parking) and the provision of a car club space in the local area, which will help mitigate overspill parking as well as encouraging sustainable travel. Similar arrangements have been agreed with the developers of 5 Croham Valley Road and the R/O 31-33 Croham Valley Road. Taking into account the site's accessibility to public transport, relevant car ownership data and capacity for on-street are parking to accommodate any overspill, the proposal would provide for an appropriate number of parking spaces which would not detrimentally impact highway safety within the surrounding area.
- 8.34 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 will be conditioned. One disabled bay is shown to be provided for the wheelchair accessible unit.
- 8.35 Access to the parking area would be in a similar position to one of the existing vehicular accesses at the site. The existing second access would be stopped up. Croham Valley Road is a relatively straight road and has good visibility in both directions. The access arrangement is acceptable and a condition to ensure there is no obstruction within pedestrian visibility splays will be imposed on any permission.
- 8.36 The parking bays shown on the plans and gap between them are adequate to ensure that vehicles can park on site and can enter and leave the site in a forward gear.
- 8.37 A cycle storage area would be provided within the building. 17 cycle parking spaces would need to be provided in line with London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units). The plan shows that 20 cycles could be stored



in line with this requirement. The plans have been amended to provide a cycle store within the rear amenity space to ensure that the proposed stands are of an accessible style for easy use of all residents. Full details of the appearance of this structure would be required by condition.

- 8.38 Refuse storage – as originally proposed the bins were shown to be located to the side of the building. However, the drag distance to the highway for operatives would have been over 20m and therefore the bins have been relocated to the front of the site and would be screened to the front and side by soft landscaping. The plans demonstrate that the size of the structure is adequate to accommodate bins required. Full details of its appearance and landscaping would be required by condition. An area for bulky waste would be provided to the side of the building.
- 8.39 A Construction Logistics Plan (CLP) has been submitted. The Council's Highway's and Environmental Health teams find the CLP acceptable and the details within the CLP would be secured by condition.

### **Trees, landscaping and ecology**

- 8.40 The site is not covered by any Tree Preservation Order. The development would result in a loss of some mature trees and landscaping in the rear garden of the site. These trees have no amenity value and there is no objection to their removal. In accordance with Local Plan Policy DM10.8, a comprehensive landscaping scheme needs to be provided to compensate for the loss of the existing trees. The applicant has subsequently provided an illustrative landscaping plan showing replacement tree planting to the front and rear of the building as well as other hedging and shrubbery. Full details of soft landscaping including a maintenance plan will be secured by condition.
- 8.41 There is a street tree located to the front of the site which would need to be removed to facilitate the development. The Council's Tree & Woodlands Officer has commented that the tree to be removed is a beech sapling and there is no objection to its removal subject to the applicant funding its replacement on a 1 to 4 ratio for new trees to be planted on the highway in the local area along with their maintenance. The applicant has agreed to make a contribution to cover the cost of the replacement trees and this would be secured by legal agreement.
- 8.42 Ecology – The existing house would be demolished, there are trees on the site that would be removed and the garden is currently very overgrown. The land to the rear of the site is designated as metropolitan open land and land on the northern side of Croham Valley Road is a Site of Nature Conservation Importance. The applicant has provided a Preliminary Ecological Appraisal which has been reviewed by the Council's Ecological consultant. The consultant has no objection to the proposal subject to securing biodiversity mitigation and measurement by condition. These conditions are recommended to be attached to any permission granted.

### **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 is located within an area at medium/high risk of surface water flooding resulting from heavy rainfall and surface water runoff and medium risk of flooding from rivers. The site also has potential for groundwater flooding to occur at the surface. A Flood Risk Assessment and SUDS/Drainage Report (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. The report considers sustainable drainage methods for the site and suggests that the following methods could be employed; soakaway (although testing is still required); surface water swale (although no details of how this could be accommodate have been provided) and permeable paving. A condition requiring site specific SuDS measures would be imposed on any planning permission granted. The FRA also outlines potential flood resilience measures for the ground floor units to protect against groundwater flooding. Site specific measures will also be secured by condition.

### **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 residential development is considered acceptable within this area. The development has successfully been designed as a contemporary reinterpretation of the traditional dwellings found in the area. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would have no harmful impact on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on the highway network and a contribution towards sustainable transport measures will be secured by legal agreement. The loss of existing trees on site would be mitigated by replacement tree planting and the removal of the existing street tree would be mitigated by replacement tree planting secured by legal agreement. The proposal is considered to be accordance with the relevant polices.

8.47 All other relevant policies and considerations, including equalities, have been taken into account.