

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/05984/FUL
 Location: Wrenwood Court, 38 Hermitage Road, Kenley, CR8 5EB
 Ward: Kenley
 Description: Erection of two/four storey side extension and one/two storey rear extension to provide 8 apartments. Reconfiguration of parking forecourt to provide 4 additional spaces and relocation and enlargement of bin store.
 Drawing Nos: 257-D-00 Rev A, 257-D-01, 257-D-02 Rev C, 257-D-03 Rev B, 257-D-04 Rev B, 257-D-05 Rev B, 257-D-06 Rev C, 257-D-07, 257-D-08 Rev B, 257-D-09 Rev A, 257-D-10 Rev B, 257-D-12 Rev A, 257-D-13, 257-D-14 Rev A, 257-D-15 Rev A, 257-D-16 Rev A, 257-D-17, 257-D-18 Rev A, 257-D-19 Rev B, 257-D-20, 257-D-21 Rev A, 257-D-22, 257-D-23, 257-D-24, 257-D-25, 257-D-27 Rev C, 257-D-35.
 Applicant: Mr Justin Owens
 Agent: N/A
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing					
Proposed flats	2	5	1		

All units are proposed for private sale

Number of new car parking spaces	Number of cycle parking spaces
4	16

- 1.1 This application is being reported to committee because the ward councillor (Councillor Steve O'Connell) has made representations 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 £12,000 per unit towards highway management measures and the delivery of sustainable transport initiatives in Kenley.
- 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. 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. Construction Logistics Plan to be submitted
4. Details of site specific SuDS and flood risk measures to be submitted
5. Submission of Biodiversity Enhancement Strategy prior to any above ground works
6. Details of external materials to be submitted
7. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted including details of sedum roof
8. Waste management strategy to be submitted
9. Full details of cycle storage to be submitted
10. Details of electric vehicle charging point to be submitted
11. Details of screening to existing Flat 11 (and maintenance of) to be submitted
12. Bathroom window to Unit 6 in flank elevation to be obscurely glazed
13. Submission of wildlife sensitive lighting scheme prior to first occupation of the building
14. Details of children's playspace to be provided
15. Accordance with Arboricultural Method Statement and Tree Protection Plan
16. Accessible units to be provided – 7 x M4(2) and 1 x M4(3)
17. Car parking provided as specified
18. No other openings in flank elevations
19. Accordance with Ecological Assessment recommendations and enhancements
20. 19% Carbon reduction
21. 110litre Water usage
22. 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) Highway works
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.4 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:

- Two storey rear extension to create 8 residential units and replacement communal terrace
- Side extension to form lift shaft and access to new units and communal space
- Reconfiguration of parking forecourt to provide 4 additional parking spaces
- Relocation and enlargement of bin store for existing and new units
- Provision of associated cycle store

3.2 During the course of the application amended plans have been received as follows:

- Amended parking layout
- Reduced width of ground and first floor accommodation to increase distance from southern boundary
- Change in material of brick work to ground floor elevation
- Provision of additional transport information

Site and Surroundings

3.3 The proposal relates to Wrendale Court, a residential development located to the west side of Hermitage Road, Kenley. The number of residential units at the site has incrementally grown and currently there are 11 properties. There is off street parking in the front of the site for 16 vehicles. There is also a detached bin storage building to the front. Land levels fall significantly from front to rear, the existing building set notably lower than the highway. To the rear the communal garden is steeply sloped and is accessed from a staircase to the southern side of the building.

3.4 There are no specific Local Plan policies relating to this site. A number of trees on the site are protected by TPO (No.17, 2001). The site is located in a critical drainage area.



Figure 1 Aerial view highlighting the proposal site within the surrounding area



Figure 2 Front and rear elevation of existing building

Planning History

- 3.5 89/02608/P Erection of detached double garage with storage area. Granted 27.09.1989
- 3.6 02/01548/P Demolition of existing building; erection of 3 five bedroom detached houses with detached double garages and formation of vehicular accesses. Refused 22.08.2002
- 3.7 02/02394/P Demolition of existing building; erection of part two storey and part three storey building with accommodation in roofspace comprising a total of 8 two bedroom flats; formation of vehicular access and provision of associated parking. Refused 04.10.2002
- 3.8 02/03375/P Demolition of existing building; erection of part two storey and part three storey building with accommodation in roofspace comprising a total of 8 two bedroom flats and 8 integral garages; formation of vehicular access and provision of associated parking. Refused 23.12.2002 and appeal dismissed.
- 3.9 03/03498/P Demolition of existing building; erection of two storey storey building with two floors of accommodation in roofspace comprising a total of 8 two bedroom flats and 8 integral garages; formation of vehicular access and provision of associated parking. Refused 03.12.2003
- 3.10 04/00292/P Demolition of existing building; erection of two storey storey building with two floors of accommodation in roofspace comprising a total of 8 two bedroom flats and 8 integral garages; formation of vehicular access and provision of associated parking. Refused 24.03.2004 and appeal allowed.
- 3.11 11/03011/P Alterations and formation of a 1 bedroom maisonette by conversion of 2 existing garages and erection of a 1st floor extension above garages; relocation of parking spaces from garages and formation of 1 additional parking space within existing parking forecourt. Permission refused 21.12.2011.
- 3.12 12/01744/P Erection of an extension to building to provide an additional 1 bedroom flat and provision of associated parking. Permission granted 21.09.2012

- 3.13 12/03623/P Demolition of double garage; erection of an extension over three levels to provide 1 two bedroom, 1 one bedroom and 1 studio flats. Permission granted 15.03.2013.
- 3.14 16/03154/DT Demolition of double garage; erection of an extension over three levels to provide 1 two bedroom, 1 one bedroom and 1 studio flats (amendment to planning permission 12/03623/P). Approved 21.07.2016
- 3.15 19/01621/PRE Proposed erection of a new two storey rear extension to provide 6x 2B 3P Apartments & 3 x 2B4P flats. Provision of new access and bin and bike store. Advice summarised as follows: Further residential development of the site is acceptable in principle, however as submitted, concern is raised with regard to the impact on the amenity of the existing occupiers of the site, potential light and outlook for the new units and also lack of on-site parking provision. The plans should be amended to address these concerns.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates 4 family sized units
- The proposed building/extension sits mainly to the rear of the existing building and as such has no adverse impact on the visual amenities of the area.
- There is no objection to the loss of poor quality trees on site and an equal number of replacement trees are proposed
- On balance the proposals would have no harmful impact on the amenity of existing occupiers of Wrenwood Court
- The living conditions of adjoining occupiers would be protected from undue harm.
- 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.
- 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 25 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: 49 Supporting: 0 Comment: 0

- 6.2 The neighbours were renotified with regard to the amended plans and representations received from neighbours in response are as follows:

No of individual responses: Objecting: 58 Supporting: 0 Comment: 0

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

Objection	Officer comment
<i>Design and appearance</i>	
Gross overdevelopment of the site/high density	Addressed in Section 8.14 of this report.
Not in an area of focussed intensification	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.
This area of Kenley is already overcrowded	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.
Out of keeping in local area	Addressed in Sections 8.8 – 8.15 of this report.
Out of keeping with existing building	Addressed in Sections 8.11 of this report.
The existing building is already out of keeping in the area.	Addressed in Section 8.8 of this report.
Excessive in size, bulk, overbearing	Addressed in Sections 8.8 – 8.15 of this report.
The bulk will be visible from the west	Addressed in Sections 8.8 – 8.15 of this report.
Extra parking and bin store will be an eyesore in street	There is no restriction as existing in terms of vehicles parking on street. Bin store addressed in Section 8.13 of this report.
Loss of mature trees to front will urbanise and change the character of the area	Addressed in Sections 8.13 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Overbearing and intrusive impact on and loss of light and privacy to neighbouring properties	Addressed in Sections 8.21 - 8.534 of this report.

Extra pollution and noise disturbance. Noise level increase in quiet semi-rural location. Increase in smells.	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
Loss of views	This is not a material planning consideration.
Total disruption of day to day life's of existing residents	Addressed in Sections 8.22 - 8.30 and 8.48 of this report.
Harm to amenity of existing occupiers. Loss of enjoyment of existing site, use and outlook of communal garden. Loss of all current usable green space	Addressed in Sections 8.27 - 8.29 of this report.
No room for children to play	Addressed in Sections 8.27 - 8.29 of this report.
Loss of privacy to existing rear balconies	Addressed in Sections 8.22 - 8.26 of this report.
Lower house and letting values	This is not a material planning consideration.
Unacceptable disruption during construction works – noise, dirt and dust. No garden or parking whilst works take place.	The construction works will inevitably have an impact on the existing residents however this will be controlled as far as possible through the Construction Logistics Plan, details of which will be secured by condition.
Damage to foundations of existing building and homes on Welcomes Road	This is not a material planning consideration.
<i>Trees/Ecology/Environment</i>	
Loss of mature trees including TPOs	Addressed in Sections 8.16 – 8.19 of this report.
Loss of wildlife habitat/green corridor	Addressed in Section 8.20 of this report.
Increase the carbon footprint of the area. Lack of low carbon features	Conditions will be imposed to ensure carbon emissions are compliant with policy and Building Regulations. Addressed in Section 8.49 of this report.
Overdevelopment of this nature contravenes the objective of maintaining air quality (DM23).	Conditions will be imposed to ensure carbon emissions are compliant with policy and Building Regulations. This is a residential development and there is no evidence or reason to suggest that the

	proposal would result in extra pollution or noise that is not associated with a residential area.
Increase flood risk on Kenley Lane – removal of trees will increase run-off	Policy DM25 requires all development to incorporate sustainable drainage techniques. A condition will be imposed requiring site specific SuDS to be provided. Addressed in Section 8.50 of this report
<i>Transport and parking</i>	
Existing inadequate parking on site and inadequate proposed parking causes parking on narrow lane. Affected access to existing driveways and 'T' junction opposite.	Addressed in Sections 8.39 – 8.43 of this report. Hermitage Road is 5.5m-6m in width which is adequate for vehicles to park on one side and for vehicles to pass on the other.
Parking stress survey not accurate. Hermitage Road is narrow and parking on it will prevent access to existing driveways	Hermitage Road is 5.5m-6m in width which is adequate for vehicles to park on one side and for vehicles to pass on the other.
Parking on Hermitage Road has the potential to affect emergency access	Hermitage Road is 5.5m-6m in width which is adequate for vehicles to park on one side and for vehicles to pass on the other.
Access only via Kenley Lane which is dangerous with no pedestrian pathways and is very narrow. Extra traffic will exacerbate existing traffic problems	Addressed in Section 8.44 of this report.
Site not suitable for access by bike/public transport	Cycle parking is shown to be provided in accordance with London Plan requirements.
Transport Statement fails to assess cumulative impact with development at No.13	Addressed in Section 8.43 of this report
Inadequate refuse storage	Addressed in Section 8.47 of this report
No access for emergency vehicles on site or essential maintenance	The access to the site is wide enough to enable emergency vehicles to access. Maintenance of the building is a private matter for the landowner and not a material planning consideration.
How will construction vehicles/machinery access the site?	Addressed in Section 8.48 of this report

<i>Amenities of future occupiers</i>	
View and light to new units compromised	Addressed in Section 8.35 of this report
Insufficient information regarding disabled access to the new development	Addressed in Section 8.38 of this report
Set precedence for other such developments in the area	There is no objection to the principle of infill residential development in this area. The proposal provides family housing in a residential area in accordance with Local Plan policy.
No affordable housing	No policy requirement for affordable housing in a scheme of this scale.
Would all these properties have been approved if submitted in a single go?	Addressed in Section 8.6 of this report
No infrastructure to support additional inhabitants in the area	The application is CIL liable. Addressed in Section 8.51 of this report.
Developer greed. No benefit to anyone else	Not a material planning consideration
How can the long term maintenance recommendations contained in the specialist Arboricultural and Flood Risk reports be carried out annually as recommended?	Such details would be secured by condition.
The London Plan housing targets approved by Mayor Khan have been significantly lowered and there is now no need to build in back gardens	Addressed in Section 7.7 of this report

6.4 The following Councillor has made representations:

- Cllr Steve O'Connell (Kenley Ward Councillor) Objecting:
 - Excessive massing
 - Rear aspect too dominant
 - Negative affect on neighbouring amenity
 - Lack of parking
 - Lack of amenity

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

Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.7 below.

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 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

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 has been responded to by 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 that in 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 to consider are as follows:

1. Principle of development
2. Townscape and visual impact
3. Trees, landscape and ecology
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Transport and parking
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 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 The "Places of Croydon" section of the CLP (2018) identifies Kenley and Old Coulsdon as an area of sustainable growth of the suburbs, with some opportunity for windfall sites will see growth mainly by infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness.
- 8.4 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.
- 8.5 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 respects existing residential

character and local distinctiveness, and accords with all other relevant material planning considerations, the principle of development is supported.

- 8.6 It is noted that there have been previous incremental extensions and alterations to the original building increasing the number of residential properties on the site and this proposal represents a further addition. In 2004 permission was granted at appeal for the demolition of the single dwellinghouse on site and the erection of 8 units. (04/00292/P). In 2013 permission was granted for the erection of 3 additional units to the northern side of the building. The current scheme proposed the erection of 8 additional units at the site, which would bring the total number of units on site to 19. Since the previous permissions, the need for additional housing in the borough has become far more apparent and is clear as outlined in the policy requirements above. The Council welcomes infill development and has produced the Suburban Design Guide (2019) which outlines how intensification of sites can be achieved. The proposal for further incremental additions to this site have come about over time and as a result of the policy changes and the current Council's stance on such infill development.
- 8.7 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 1 x 3 bedroom units and 3 x 2 bedroom 4 person unit. Overall, the proposal provides a net gain in family accommodation (50%) and contributes towards the Councils goal of achieving a strategic target of 30% three bedroom plus homes.

Townscape and Visual Impact

- 8.8 This site itself is somewhat of an anomaly in the current street scene. As is evident from the photos above and below, the majority of surrounding buildings are single detached dwellinghouses in large plots. The application site is notably larger than the adjacent plots and the existing building comprises flats and has a greater footprint and massing. That said, the building sits entirely comfortably within the existing street scene, set well back from, and at a lower level than, the highway, appearing as a two storey building with pitched roof over. There are significant level changes from the front to the rear of the site so that from the rear the building sits on a substantial plinth with two full storeys above and then two levels of accommodation within the roof space. The communal open space to the rear of the building is a steeply sloped grass bank with an area of decking along the rear wall of the building. This area is accessed via a steep flight of external stairs to the southern side of the building.



Figure 3 Aerial photo of the site in comparison to surrounding properties

8.9 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.

8.10 The application proposes a two storey extension to the rear/side of the existing building. This extension would sit below the level of the existing residential units on site, abutting the building and utilising the significant fall in land levels. Whilst the building would expand across the width of the plot, given its siting to the rear and at the lower ground level, it would not be visible within the Hermitage Road street scene. The mature belt of trees to the rear boundary of the site would be retained which would screen views of the building from the western aspect.



Figure 4 Existing and Proposed rear elevations



Figure 5 Sloped garden to rear of existing building

8.11 In order to have minimal impact on the amenity of the existing units, the extension has a flat roof that would sit at the floor level of the existing ground floor units. This roof would be a sedum green roof and there would be rooflights in it to provide better light to the new units below. The elevations would be largely glazed with timber panelling and the upper storey would have a light brick finish which would reference the light coloured render and cladding to the existing building. The lower floor would have a red brick finish. Strong horizontal sections of brickwork respond to the proportions of the proposal. Whilst the extension would have a notably different appearance to the existing building, officers consider that it has been well conceived, with a modern form that addresses the context of the site whilst having a minimal impact on the wider appearance of the area.



Figure 6 Visualisation of the rear elevation

8.12 In order to access the new units, a side extension is proposed to the building. From the front, this would appear as a single storey storey flat roof addition. At this level a lift and staircase would be provided which would create access to the new units as well

as the remaining communal garden. To the front of the access a new bin store would be attached which would provide combined storage for the existing and new units. This store would protrude to the front of the existing building but would replace the existing bin store which is located further forwards in the site. Like the existing structure it would have timber cladding to the elevations with an aluminium trim to the roof edge. It would be no more dominant within the existing street scene than the existing structure.



Figure 7 Existing bin store and view from Hermitage Road and proposed bin store

- 8.13 To the front of the site it is proposed to reconfigure and extend the parking court to create additional parking bays. The hardstanding would be extended forwards which would reduce existing soft landscaping and some mature trees (further assessment of which is outlined below). From the street the existing front boundary wall would be retained and a new privet hedge planted behind it. The hardstanding would be located at a lower level to the road and therefore would not be overly prominent in the street scene. New trees would be planted between the parking bays. All bar one of the mature trees to the southern side of the vehicular access would be retained (the removed tree would be replaced). Overall, the green character along Hermitage Road would be maintained.



Figure 8 Existing and proposed layout at front of site

- 8.14 The site has a suburban/semi-rural setting with a PTAL rating of 1B and as such the current London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) are appropriate. The proposal would be within this range at 177 hr/ha. It is also important to note that 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. As outlined above, the proposal would overall result in a development that would not harm the appearance of the street scene.

- 8.15 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development that would comply with the objectives of the above policies in terms of respecting local character.

Trees, landscaping and ecology

- 8.16 Several of the trees on site are protected by TPO (No.17, 2001). Overall, 9 individual trees would be removed, which includes two trees protected by the TPO – a hornbeam to the rear and a Horse Chestnut to the front.

- 8.17 The removal of the protected Hornbeam tree to the rear of the site is acceptable given its location so close to the existing building and that it is not visible in the public realm. There are a significant number of other mature trees in the rear of the site that are not protected but do provide a strong verdant character and visual screen to the site. The majority of these trees would be retained and protection measures are proposed to ensure they would not be harmed during construction.



Figure 9 Photo of protected Hornbeam to rear of building and mature tree screen to rear boundary

- 8.18 To the front of the site in order provide a greater number of parking bays within the site and provide adequate vehicular access it would be necessary to remove 4 trees, 3 which have a Grade C category and one with a Grade B category. This includes a protected Horse Chestnut. Given the overall quality of these trees there is no objection to their removal subject to an appropriate replacement tree planting scheme being proposed.



Figure 10 Photos of trees to front boundary of site

8.19 It is proposed to retain the existing front boundary wall and plant a privet hedge behind. Within the parking court it is proposed to plant 5 new mature trees (field maples) which would have 25cm wide girths. 4 replacement trees are also proposed to the rear garden/northern side boundary. Overall, there would be no net loss in terms of number of trees on site.



Figure 11 Landscaping masterplan

8.20 With regards to ecology, this is a semi-rural area and there are numerous mature trees and landscape features on the site. 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.

Residential Amenity for Neighbours

8.21 The main properties that would be affected by the proposed development are the existing Units in Wrenwood Court, 36 and 44 Hermitage Road, 57 and 59 Welcomes Road.



Figure 12 Proposed Block Plan highlighting the relationship with the adjoining occupiers

Existing occupiers of Wrenwood Court

8.22 The upper roof of the proposed building would sit directly under the floor level of the ground floor units in the existing building (directly under the existing balconies). The proposal would sit lower than the floor level of the lowest flat to the northern side of the site. Given this relationship, the proposal would cause no harmful loss of light to the existing units or provide any visual obstruction to their internal spaces. The majority of the proposed windows face the rear of the site and therefore cause no loss of privacy of the existing units.

8.23 The view out from the existing flats would be significantly altered by the development, particularly those situated at the lower levels. The view is currently of the rear sloped communal grassed area and mature trees beyond to the site boundaries. The proposed view out would be that of the roof of the new building with the trees in the background. The majority of the proposed new roof would be sedum, details of which would be secured by condition. Whilst this aspect would be affected for existing residents, it is noted that loss of a view is not a material planning consideration. Whilst the existing view would be altered, the proposal would not harm outlook from or be unduly overbearing on the existing properties.

8.24 Existing unit Flat 11 sits at a lower level than the rest of the existing building. The northern element of the proposed extension (being single storey) sits under the ground floor level of this unit whilst the upper level sits to the side of Unit 11. It is acknowledged that the proposal would restrict view out to the southern aspect, however views to the west and north would not be affected. This element of the building would sit 1.9m higher than the internal floor level of Unit 11 and 2.4m higher than the external terrace. Whilst the depth of the extension is noted, given its height above the floor level of Unit 11, it is not considered that the proposal would be harmfully overbearing or cause any significant loss of outlook or light; it is comparable in height to a typical boundary fence.



Figure 13 Proposed side elevation / cross section and photo showing existing Flat 11 and proposed upper floor at similar level

8.25 The windows in the side of proposed Unit 6 would not cause any harmful loss of privacy to Flat 11. The closest window serves a bathroom and would be conditioned to be obscurely glazed. The bedroom window would be situated at an oblique angle and would be screened by the defensible planting around the private terrace of the new unit.

8.26 The new communal terrace and access to it would be 1m lower than the internal floor level of Flat 11 (0.5m lower than the terrace of Flat 11). The plans show that a screen would be provided to the southern side of the terrace adjacent to the access to the communal space and planting provided to the rear of the terrace (1.5m in height). This would create defensible space around the terrace of Flat 11 which would protect amenity and restrict overlooking of it. It is noted that this terrace is already visible from the existing communal garden and therefore with the above measures in place the impact of the development would not be significantly worse than the existing situation.

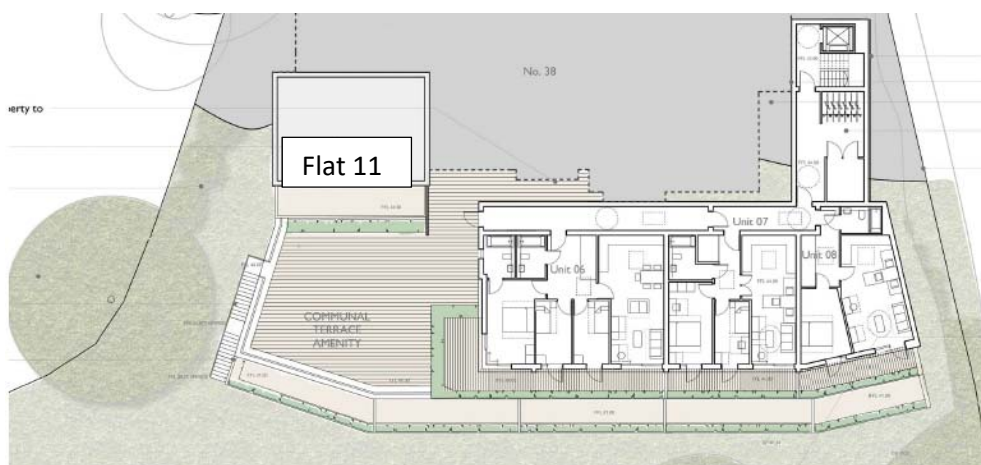


Figure 14 Communal amenity terrace and Flat 11

- 8.27 It is noted that the existing communal garden that serves the flats would be significantly affected by the proposed development. The applicant has commented that the existing flats have no legal right over use of the garden and that each has a private balcony. Access to the current garden is via a steep flight of steps to the southern side of the building, which leads to a strip of decking that sits along the rear of the building. The garden beyond is heavily sloped and therefore its usability is questionable. Responses from existing residents mostly raise concern that the proposal would disrupt existing outlook, wildlife and trees, rather than commenting on the loss of use of the space. It is noted that a few of the respondents have noted that the proposal would cause a lack of space for children to play. Concerns regarding outlook, views, impact on wildlife and trees are all discussed above.
- 8.28 The proposed scheme leads to the loss of the majority of the existing sloped grassed area within the site. An area of approximately 700sqm of the existing garden would remain however it is noted that the majority of this area is covered in trees or shrub. The new communal terrace to the rear would provide 100sqm of shared amenity space for the existing and new residents which is arguably more usable than the existing space. The communal area would be accessible through the new development. The existing external steps would be replaced with internal stairs and a lift which would make the space more accessible than the existing situation. Local Plan policy DM10.5 requires proposals for new flat development to incorporate high quality communal outdoor amenity space that is designed to be flexible, multifunctional, accessible and inclusive. Whilst the communal garden would be significantly smaller than existing, it would be more accessible, inclusive and usable. On balance, weighing these issues up, officers find the proposals acceptable in terms of the amenity space provided.
- 8.29 An area of informal children's playspace is shown to be provided within the garden. The plans indicate that the play equipment would be mainly timber to blend with the natural surroundings and a slide proposed that would take advantage of the site's natural terrain. A planted embankment would be provided to enable the play area to be levelled off. Full details of this area would be secured by condition.
- 8.30 It is clear that existing amenity would be altered, however overall and on balance, it is considered that the development would not have such a harmful impact on existing residents that the application should be refused for this reason.

36 Hermitage Road

- 8.31 This large detached two-storey dwelling is situated to the north of the application site. The current building on site extends approximately 10m beyond the rear of this dwelling. The proposed extension is situated at a significantly lower ground level. At its closest point the new building would be 7m from the shared boundary with No.36 and the upper level would be a minimum of 19m from the boundary. Given the location and layout of the proposed development, there would be no adverse impact on No.36 by way of causing any loss of light, outlook or privacy. It is also noted that 4 additional trees are proposed to be planted adjacent to this shared boundary to provide additional screening.

44 Hermitage Road

- 8.32 This detached two-storey dwelling is located to the south of the site and there is a mature belt of trees along the shared boundary which prevents views of this property

which is largely to be retained. The above ground element of the proposed side extension would be mostly to the side of No.44 and would not encroach over a 45 degree angle rearwards. The remainder of the development is situated at a significantly lower ground level and there are no windows proposed in the southern side elevation. Given the orientation of the sites and the location and layout of the proposed development, there would be no adverse impact on No.44 by way of causing any loss of light, outlook or privacy. The proposed balconies face rearwards and are located over 19m from the rear elevation of No.44. Given the distance and level change, it is not considered necessary for privacy screens to be erected on the southern side of the building.

Dwellings to the rear of the site on Welcomes Road

- 8.33 No's. 57 and 59 Welcomes Road are located directly to the rear of the application site and are situated on a significantly lower ground level. As existing, you can only glimpse marginal views of these dwellings from within the application site. The proposed building would be between 9m – 14m from the rear site boundary and the belt of mature trees to the rear boundary would be retained.
- 8.34 No.59 has a rear garden of approximately 15m long. No.57 is currently being redeveloped to provide flats and the rear elevation of the building would be 12m from the rear boundary. The proposal would be a minimum distance of 24m from the rear elevation of No.59 and 26m from the rear elevation of No.57. Given these gaps and the mature boundary screening, the proposal would not cause any harmful loss of light, outlook or privacy to these properties to the rear.

Housing Quality for Future Occupiers

- 8.35 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). All units are single aspect and west facing. To the west of the development are mature trees that would be located in close proximity to the openings of the new development. A Daylight/Sunlight Assessment has been undertaken of the lower ground units which finds that with the presence of the trees, all units meet with and exceed the minimum BRE requirements in terms of Average Daylight Factor.
- 8.36 All of the units all have private amenity spaces that exceed the required standards.
- 8.37 Provision of communal amenity and children's play space is addressed at Paragraph 8.40-8.41 above.
- 8.38 In terms of accessibility, the existing topography of the access to the site from the highway does not provide for wheelchair access. However, within the site, a lift is proposed which means that step-free access is provided to all new units and to the communal terrace from the car park. The Design and Access Statement states that all 8 units are set out internally to comply with Building Regulations Part M4(2) and that Unit 06 can provide Part M4(3) requirements as the family unit. This would be secured by condition.

Transport and Parking

- 8.39 The site has a PTAL rating of 1B which means that it has very poor access to public transport links.
- 8.40 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. Therefore the maximum requirement for this development would be 8.5 spaces. 2011 Census data estimates that car parking demand from the proposed development will generate a demand of 7 spaces.
- 8.41 The site currently comprises of 10 external parking spaces and 6 internal garage spaces. Of the 10 external spaces, 5 are allocated to existing apartments with the remaining 5 spaces used for visitors. It is proposed to reconfigure and extend the existing external car park layout to provide 4 additional spaces, thereby offering 50% provision of parking on site for the proposed development.
- 8.42 The applicant has undertaken an on-street parking survey to recognised Lambeth methodology. This survey shows that in Hermitage Road within 200metres of the development site, the observed parking stress on the road averaged at 15% (91 available spaces out of 109). Given the low parking stress in the area, it is not considered that the additional of 3-4 extra vehicles parking on street would have a significantly harmful impact on highway parking capacity in this instance.
- 8.43 The applicant has also considered the cumulative impact of this development alongside other developments schemes within 200m of the site. In January 2019, planning permission was granted for a residential development at 13 Hermitage Road approximately 170 metres north of the site. This scheme included nine flats with six on-site parking spaces. This scheme would generate up to three vehicle requiring parking on-street. Three vehicles would not have any material effect on the on-street parking stress, increasing the cumulative demand to 19.3% (21 vehicles parked out of a capacity of 109 spaces).
- 8.44 Whilst there is sufficient parking on site and on street to serve the proposed development, consideration of access to the site and sustainable travel options should still be promoted in accordance with policy requirements. This is of particular relevance to Kenley and this specific site, taking into account the characteristics of Hermitage Road and the access road to it, Kenley Lane. Hermitage Road has to be accessed via Kenley Lane which is very narrow (circa 3.75m), steep and does not have any footways. Although the vehicle flow is relatively light (circa. 80 vehs/hr in the peaks) and the road has a low pedestrian footfall (circa. 30 peds/hr in the peaks) there are few places where pedestrians can safely step aside for passing vehicles, leading to a risk of vehicles striking pedestrians. The Kenley Transport Study concluded that an increase in housing will exacerbate the existing issues in Kenley Lane due to the increase of pedestrian-vehicle interactions brought about by additional traffic and pedestrians using it. The study recommends a number of proposed measures and interventions to resolve the problems in Kenley including Kenley Lane and recommends the pooling of Section 106 contributions to fund these improvements in order to mitigate the exacerbation of existing issues caused by new development. Therefore a contribution is recommended of £12,000 to fund improvements to Kenley Lane required to mitigate the exacerbation of existing issues caused by new development

- 8.45 The existing vehicular access would be slightly narrowed however tracking information has been provided to demonstrate that vehicles could pass one another. In terms of the proposed layout of parking bays within the site, swept path analysis has been provided that demonstrates all bays can be accessed and egressed in forward gear. Two wheelchair accessible bays are to be provided as well as a motorcycle bay. 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.
- 8.46 Cycle storage areas would be provided for the proposed development in line with Draft London Plan requirements. The proposed flats would generate a demand for 15 cycle bays. Secure storage areas within the building envelope would provide space for 2 cycles per unit and would be accessed by the lift. Full details of these storage areas will be secured by condition.

Refuse storage/collection

- 8.47 A new bin store would be attached to the front of the new building which would provide combined storage for the existing and new units. This store would replace the existing bin store which is located further forwards in the site and an area for bulky waste is also shown to be provided within the site. The applicant has outlined that as part of the overall management of the building, private collection would be undertaken for household waste and recycling (for all residents – existing and new). Private contractors would be able to access the site and collect the rubbish from the store itself which would negate the need for council operatives and residents to wheel their bins up and down the access ramp. Full details of the waste management plan would be secured by condition.
- 8.48 The site is heavily constrained and as such a Construction Logistics Plan will be secured by condition to ensure that construction has no harmful impact on existing residents or on the wider road network.

Environment and sustainability

- 8.49 Conditions will 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.
- 8.50 The site is located in a critical drainage area with very low risk of surface water. A Drainage Strategy has been submitted as part of the application which outlines the risks of flooding at the site. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The report outlines that infiltration is likely to be a viable on site SuDS measure and promotes the use of soakaways for the scheme. There is an existing soakaway on site that would need to be relocated as a result of the proposal and a new soakaway would be provided for the existing and new development. This however would be subject to infiltration testing on site. The Report outlines that the detailed design of the scheme must include the full catchment, including the existing hardstanding and roof areas as part of the existing soakaway diversion. This cannot be completed until geotechnical testing has been undertaken. Green roofs are also promoted due to the flat roof available and there may also be opportunity for small scale bespoke SuDS elements (such as planters and filtration beds) to be included as part of the landscaping proposals which should be considered

fully before construction commences. The report also highlights that the Croydon SFRA does not give a clear indication of the potential groundwater risk and therefore geotechnical investigations are required to examine the potential groundwater level for the site, which should be completed as part of the recommended BRE testing. Further onsite investigation is required and therefore a condition requiring site specific flood risk reduction measures would be imposed on any planning permission.

Other matters

- 8.51 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.

Conclusions

- 8.52 The principle of residential development is considered acceptable in this area and the scheme would provide 4 new families sized units. The proposed scheme deals responsively to the challenging topography of the site. The proposal would have no harmful impact on the visual amenities of the area and would provide an acceptable amenity for the new occupiers. It is appreciated that the development would have an impact on the existing occupiers of Wrenwood Court however on balance, it is not considered that this impact would be so harmful that permission should be refused for this reason. Access to an arguably more usable (albeit considerably smaller) communal terrace and children's playspace would be provided as part of the scheme and the quality of the existing residential units would not be unduly harmed. Whilst some trees would be lost as a result of the development an equal number are proposed to be reprovided alongside other landscaping and biodiversity enhancements. The impact of this development on the highway network would not be so severe that permission should be refused for this reason, there being adequate availability on street for any overspill parking. Overall and on balance, the proposal is considered to be accordance with all relevant policies.
- 8.53 All other relevant policies and considerations, including equalities, have been taken into account.