

1.0 APPLICATION DETAILS

Ref: 20/01953/FUL
 Location: 219 Farley Road South Croydon CR2 7NQ
 Ward: Selsdon and Addington Village
 Description: Demolition of existing dwellinghouse and the construction of a part-single- and part-four-storey building comprising 9 flats, with associated vehicle and cycle parking, refuse store, hard and soft landscaping.
 Drawing Nos: DR-A-0100; 0101; 0102B; 0250C; 0251B; 0252B; 0253A; 0300; 0400; 0401; 0451A; 0452A; 0453A; 0454B; 0455A; 0456A; 0470A; 0471; 0472; 0600B; 0700; 0701; 0702; 703; 704B; 705; 141-GA-100
 Agent: Mr Grant Freeman, OB Architecture
 Applicant: Lagom Farley Road Ltd
 Case Officer: Yvette Ralston

	1b1p	1b2p	2b3p	2b4p	3b4p	TOTAL
Existing	0	0	0	1	0	1
Proposed (all market housing)	2	1	3	2	1	9

Number of car parking spaces	Number of cycle parking spaces
5	16 long-stay + 2 visitor

- 1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:
- Objections above the threshold in the Committee Consideration Criteria
 - Referral from Ward Councillor (Cllr Helen Pollard)

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:
- A financial contribution of £13,500 for sustainable transport improvements and enhancements.
- 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. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement conditions

3. Submission of Construction Management Plan and Construction Logistics Plan
4. Submission of Construction Environmental Management Plan for biodiversity
5. Materials / details to be submitted
6. Submission of Biodiversity Enhancement Strategy
7. Submission of SUDS details
8. Protective fencing for trees at the rear of the garden

Pre-Occupation Conditions

9. Submission of details of EVCPs
10. Submission of details of semi-mature planting on both side boundaries and a management plan for the hard and soft landscaping, sedum roof, child play and communal amenity space (details in accordance with plans)
11. Submission of a wildlife sensitive lighting design scheme
12. Submission of details of refuse and recycling store

Compliance Conditions

13. Implementation of cycle storage as shown on plans prior to occupation
14. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
15. Development in accordance with accessible homes requirements; one unit to be M4(3) and other M4(2)
16. Semi-private area for unit 02 in the garden to be delivered as such
17. Obscure glazing on 3 x first floor windows on south elevation
18. In accordance with Tree Protection Plan and Arboricultural Impact Assessment
19. In accordance with Ecological Appraisal Recommendations
20. Compliance with energy and water efficiency requirements
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 3)
7. Refuse and cycle storage Informative (in relation to condition 11)
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing 1.5 storey detached dwelling
- Erection of a replacement four storey building including accommodation in the roofspace comprising 9 flats
- 5 parking spaces on the front forecourt and 18 cycle parking spaces
- Relocation of vehicular crossover
- Communal and private amenity space, play space and hard and soft landscaping

3.2 During the assessment of the application amended plans have been received with the following minor amendments:

- Rationalising the fenestration and materiality (plans uploaded 27/11/20)
- Minor amendments to the front forecourt, e.g. to remove a hedgerow to ensure adequate width of parking spaces (plans uploaded 27/11/20)
- Inclusion of a lift (plans uploaded 02/03/21)



Site and Surroundings

- 3.3 The site is a rectangular shaped plot located on the west side of Farley Road comprising a 1.5 storey detached house with a large rear garden that adjoins Croham Hurst Golf Club. The property on the site is a traditional suburban style property in white render with a pitched roof. There is a large front forecourt which is part tarmac used for car parking and part grass. The site slopes gradually downwards from the front towards the centre by approximately 1m and then slopes back upwards towards the rear.
- 3.4 The area is suburban and residential in character, comprising detached properties of varying styles and materials. Dwellings have low level brick walls at the front with hedgerows, trees and shrubs, and the road has a number of street trees.
- 3.5 The site lies within an Archaeological Priority Area and Croham Hurst Golf Club at the rear of the site is designated Metropolitan Open Land. There are a number of TPO Trees on Croham Hurst Golf Club located behind 153-229 Farley Road and 32-76 Croham Valley Road, so the trees beyond the rear garden of the application site are protected by TPO. The site has a PTAL of 2 which is poor. The site is at medium/high risk of surface water flooding.



Aerial view of site

Planning History

3.6 Site history is set out below.

Reference	Description	Decision	Date
86/02102/P	Erection of single/two storey rear extension	Approved	22.10.1986

3.7 Two pre-apps were submitted before the current application (different architects to the current).

Reference	Description
19/03812/PRE	Proposed construction of a part single, part two storey building with habitable loft space containing 9 flats (following demolition of existing dwelling) with associated refuse, recycling, cycle storage and car parking.
20/00288/PRE	Proposed demolition of existing detached house and construction of new building comprising of 9 residential flats with associated car parking, cycle storage and landscaping.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal includes a mix of different sized units and provides a decent quality of accommodation and amenity space for residents.
- The design and appearance of the development is of a high quality, and would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- Off-site mature trees and those protected by TPOs will be protected subject to compliance with the submitted tree protection plan

5.0 CONSULTATIONS

Greater London Archaeology Advisory Service (GLAAS) (statutory consultee)

5.1 GLAAS confirmed they had no comments on the application.

Place Services (Council's ecological consultant)

- 5.2 The Council's ecological consultant advised that they had no objection subject to securing biodiversity mitigation and enhancement measures
- 5.3 The views of the Planning Service are expressed in the Material Planning Considerations section below.

6.0 LOCAL REPRESENTATION

- 6.1 The application was publicised by 8 letters of notification to neighbouring properties.
- 6.2 The number of representations received from in response to the initial notification and publicity of the application are as follows. It should be noted that there are instances of multiple / duplicate entries submitted by the same objectors and these have been counted individually.
- 6.3 No of individual responses: 104; Objecting: 104; Supporting: 0
- 6.4 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>Character and design</i>	
Overdevelopment, too large/dense/deep for the site	Addressed in paragraphs 8.5-8.15 of this report
Bulk and mass will cause harm to the street scene	
There are no residential buildings of more than 4 storeys within 1km of the site	
Design is out of character with surrounding properties due to its irregular shape and contemporary style	
Roof line is out of character with the 1930s/post-war properties in the vicinity	
The number and shape of windows in the front elevation make the building appear wider	
Proposed materials bear no relation to other buildings in the vicinity	

Dominance of car parking and bins at the front	
Impacts on neighbouring amenity	
Loss of privacy and visual intrusion to neighbouring properties (217 and 221) due to side windows	Addressed in paragraphs 8.22-8.30 of this report
Increased height dominates neighbouring properties (3m higher than 215/217 and 4m higher than 221)	
Rear building line extends 12m beyond number 221 and 5m beyond number 217 which is unacceptable	
Loss of light to neighbouring properties, morning sunlight to the rear of 221 will be blocked due to the proposed height and rear extension	
Overlooking towards 88 Croham Valley Road if the trees are cut	
Noise from new residents using the outside space will be detrimental to local residents and wildlife	
Transport and highways impacts	
Inadequate car parking provision. On street parking on Farley Road would cause an obstruction to the bus route and adjoining roads are already congested	Addressed in paragraphs 8.41-8.51 of this report
Location near to a bus stop and on the bend of Farley Road could cause accidents. The road with is narrow here and there have been 3 head on collisions within 200m of the site.	
Traffic will cause congestion, noise and pollution and damage to the roads	
The Transport Statement suggests that residents will park in Croham Valley Road and Ruffetts Close but these are	

200m away so in reality residents will park on Farley Road.	
The parking study takes a snapshot during a weeknight only and should be undertaken during the weekend	The Lambeth methodology requires surveys to be undertaken in the night when the highest numbers of residents and cars are likely to be home
Where will delivery and service vans, ambulances and taxis stop	There is sufficient space on the front forecourt for delivery and servicing.
Bus stop may need to be temporarily moved	Noted
The Council investigated putting in a raised zebra crossing for safety near to the bus stops which suggests more people crossing which increases risk of accidents	The Council investigated locating a crossing facility on Farley Road a few years ago. Local residents were consulted and a road safety audit was carried out. It was concluded that the facility would not safely fit between the trees and there were safety concerns with the close location of the existing bus stops. As such, the Council is not progressing with this proposal at this time.
Quality of accommodation	
Lack of private amenity and play space	Addressed in paragraphs 8.18-8.20 of this report
Where will the wheelie bins be stored?	Eurobins are stored within designated container on the front forecourt.
Defined workspaces for home working will be required in the future and these are not proposed	This is not a planning requirement
Flooding	
The flood risk assessment assumes the soil is chalk however it is predominantly clay (demonstrated in a trial pit dig at a neighbouring property) so the development will add to downhill water flow, increasing flood risk.	A condition would be attached for submission of the final details of the proposed SUDS measures.
Paved parking area does not have provision for drainage so will increase flood risk	Permeable paving would be used on the parking forecourt.

<i>Other matters</i>	
Burden on local amenities including sewage, gas, electricity, water. Lack of provision of local infrastructure	The development will make a CIL payment to contribute towards infrastructure and services
Flats not appropriate in this area of single family dwellings	Flats would contribute to providing a mix of different types of housing to facilitate mixed and balanced communities.
Croydon is overpopulated	Croydon's housing needs are set out in both policies and specialist reports which make clear the amount of additional homes required
A covenant states that no building on the road should be more than 2 storeys high	This is not a material planning consideration
Height and depth of the building could be a problem for Fire Services responding to a fire at the rear of the building	There is adequate space for fire vehicle on the front forecourt
There is no suggestion of using environmental friendly materials and no proposals for renewable energy such as solar panels	As this is not a major development there is no policy requirement to achieve zero carbon development, compliance with the energy hierarchy or submission of an energy strategy. The standard sustainable design and construction requirements outlined in policy SP6.3 are required.
Historic England should be consulted due to the site's location within an Archaeological Priority Area	GLAAS have been consulted and did not raise any objection
No affordable housing	Affordable housing is not required on minor applications

6.5 The Croham Valley Residents Association objected to the application, raising the following (summarised) concerns:

- Overdevelopment of the site (593sqm living accommodation, 16 bedroom and potentially 27 residents) in comparison to the existing 3-bedroom property on the site
- Bulk, mass and height will be overbearing towards neighbouring properties causing harm to the appearance of the site, the surrounding area and the streetscene, plus it has an unattractive, irregular shape and contemporary style

- Lack of parking provision. Residents will park on Farley Road rather than 200m away in Croham Valley Road and Ruffetts Close. This will cause obstruction and could be dangerous
- Roof ridge line is unacceptably higher than its neighbours at 221 and 217 by 5m and 3m respectively
- Surrounding properties will suffer loss of privacy and visual intrusion due to terraces and windows
- Rear building line extends 12m and 5m beyond 221 and 217 which is unacceptable
- Out of character with surrounding detached and semi-detached properties
- Streetscene will be dominated by car parking
- Lack of private amenity space for residents.

6.6 Councillor Hellen Pollard has objected to the application and referred this application to committee on the following planning related grounds:

- Out of character with the surrounding properties
- The size and massing is too great for the plot
- Harm to the amenity of neighbours due to overlooking and visual intrusion
- Lack of private amenity space for the residents of the development

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 New London Plan (2021), 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) (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.

7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature

- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

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

Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design of the proposal and the impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Impacts on trees
- Landscaping
- Impacts on ecology and biodiversity
- Access, parking and highways impacts
- Waste / Recycling Facilities
- Sustainability and Flood Risk

Principle of Development

- 8.2 The site's existing use is residential and as such the proposed redevelopment of the site for residential purposes is acceptable. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site to provide a greater quantum of homes than existing is acceptable.
- 8.3 Policy DM1.2 seeks to prevent the net loss of small family homes by restricting the loss of three bedroom units and the loss of units that have a floor area of less than 130sqm. The existing property has 4 bedrooms and measures 272sqm. 1 x 3-bed unit would be re-provided resulting in no net loss of family sized accommodation.
- 8.4 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms in order to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough. In order to meet this strategic target, requirements for proportions of family sized accommodation based on PTAL are applied to major applications, and the general 30% target for 3-beds is normally applied on smaller scale suburban intensification schemes. In this case, the proposal includes only 1 x 3b4p unit (along with 3 x 1-bed units and 5 x 2-bed units) so the proportion of 3 bed units does not meet the strategic target however a good mix of different sized homes are provided.

Design and impact on the character of the area

- 8.5 The existing building is a 1.5 storey detached property in white render with a brown clay pitched roof. It does not hold any significant architectural merit and there is no in principle objection to its demolition.
- 8.6 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape to create sustainable communities. Proposals should seek to achieve a minimum height of 3 storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area.
- 8.7 The scheme has evolved through two rounds of pre-application discussion (the pre-apps were with different architects but the same applicant).
- 8.8 In terms of height and massing, the proposed building is 3 storeys plus accommodation in the roof space, although given the shape of the roof, it appears as 4 full storeys from the front elevation. The Suburban Design Guide SPD indicates that where surrounding buildings are predominantly detached dwellings of 2 or more storeys, new developments may be 3 storeys with an additional floor contained within the roof space. The height complies with this guidance and is considered to be appropriate.



Figure 2.10c: Where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope below.

Extract from Suburban Design Guide SPD



Proposed massing / street elevation

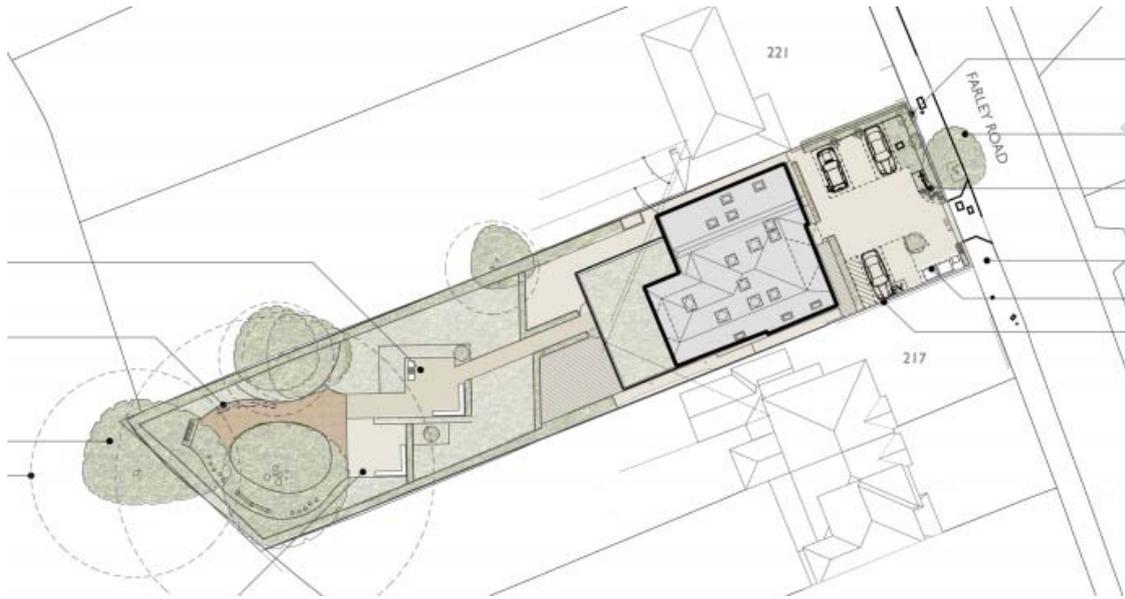
8.9 The proposed footprint of the building is larger than its neighbours. There is a single storey ground floor projection at the rear with a green roof which extends 13.8m beyond the rear of number 221 to the north but this projection is pulled away from the boundary by 3.1m, and no 221 has a less deep rear elevation than is typically found in the area. It extends 4.7m beyond the rear of number 217 to the south. Upper floors and the main mass of the building project much less (6.8m beyond the rear of number 221 and no further than the rear of number 217). The 45 degree lines from the closest ground floor habitable rooms of the neighbouring properties on either side are shown on plans. These are breached on both sides at ground floor level by the proposed single storey projection at the rear, however the single storey projection will not have an impact on the character of the area and is considered to be an appropriate design response to accommodate a flatted scheme on the site. The upper floors have been informed by the 45 degree lines from rear windows of neighbouring properties and the main bulk of the building does not breach the 45 degree lines.



Rear elevation showing single storey rear projection

8.10 The proposed width of the building is the same as the existing on the site (14.2m) and separation between neighbouring residences is maintained. On the north side, number 221 has a single storey side extension which reaches their site boundary. There is a gap of 1m between the proposed building and the site boundary for the main part of the building, and a 3.1m gap at the rear projection. At the front, there is gap of 3.75m between the main bulk of each building (if the side extension of number 221 is discounted). To the south, number 117 has a single storey side/rear extension which is set back from the front. There is a gap of 1m between the proposed building and the site boundary and 5.8m between the main bulk of the buildings. The gaps between buildings on the street vary, as demonstrated in the Design and Access Statement, and the proposed width of the building and separation (which is achieved by the presence of neighbouring single storey extensions) is considered be appropriate within the streetscene.

- 8.11 The front building line steps forward of the existing property on the site to align with the front of the neighbouring properties, which is supported. Currently, the front forecourt slopes downwards so the building is set lower than the pavement level. The proposal would raise the ground floor of the building approx. 0.5m higher than the existing to provide an accessible gradient and also to mitigate flood risk. There are no proposed land level alterations at the rear.
- 8.12 The proposed design approach is a contemporary reinterpretation of the post-war and Arts and Crafts houses in the area. The character appraisal included within the design and access statement identifies various features within the surrounding styles of suburban housing and draws upon these in the proposed design. For example, the low roof eaves of the proposed building are a key feature of the existing property on the site and characteristic of the local arts and crafts style. The angular form and shape of the building and the entrance canopy are an interpretation of the geometric forms of the arts and crafts movement. The ground floor plinth style of the proposed building references the way contrasting materials are used at ground floor level in neighbouring properties.
- 8.13 The proposed materiality responds well to materials found in the vicinity. White brick is proposed as a reference to the use of white render, a contrasting brick for the base plinth references earthier tones in the area, and the clay tiles proposed for the roof represent the overriding materials palette used locally. The proposed balcony balustrades are powder coated metal railings with narrow spindles. Details of the proposed materials have been submitted and are acceptable, but full details will be required by condition. The proposed window reveals and projections add depth to the facades, which is supported. The proposed design is considered to be a high quality contemporary reinterpretation approach which responds well to the character of the area. Minor design amendments have been made as part of the assessment of the application, predominantly to streamline and simplify the fenestration and elevations.
- 8.14 In terms of site layout, the proposal includes 5 parking spaces on the front forecourt which is softened by boundary planting around the forecourt and in front of the building, plus 2 new trees and other planting at the front. The vehicular crossover is relocated further north than its existing position. There is not separate pedestrian access (discussed in the transport / access section below) but the main entrance is well defined from the street by a deep recess to the ground floor plinth with the upper floors projecting above. The refuse store is located externally on the front forecourt, clad in materials to match the main building. Cycle storage for residents is internal, plus 2 visitor parking spaces at the front of the site. There is internal access through the building to the extensive shared amenity space and children's play space at the rear. The playspace is incorporated into the mature wooded setting. The location of the family unit at ground floor level for easy access to the shared garden is supported.



Proposed site plan

8.15 Overall, whilst it is acknowledged that the proposed building is larger than the existing on the site and the neighbouring properties, the height is compliant with policy and the approach to the massing, with the single storey rear projection and the low roof eaves, is considered to sit well within the streetscene. The design approach is high quality. The proposal is considered to comply with policies SP4.1 and DM10.

Quality of Accommodation

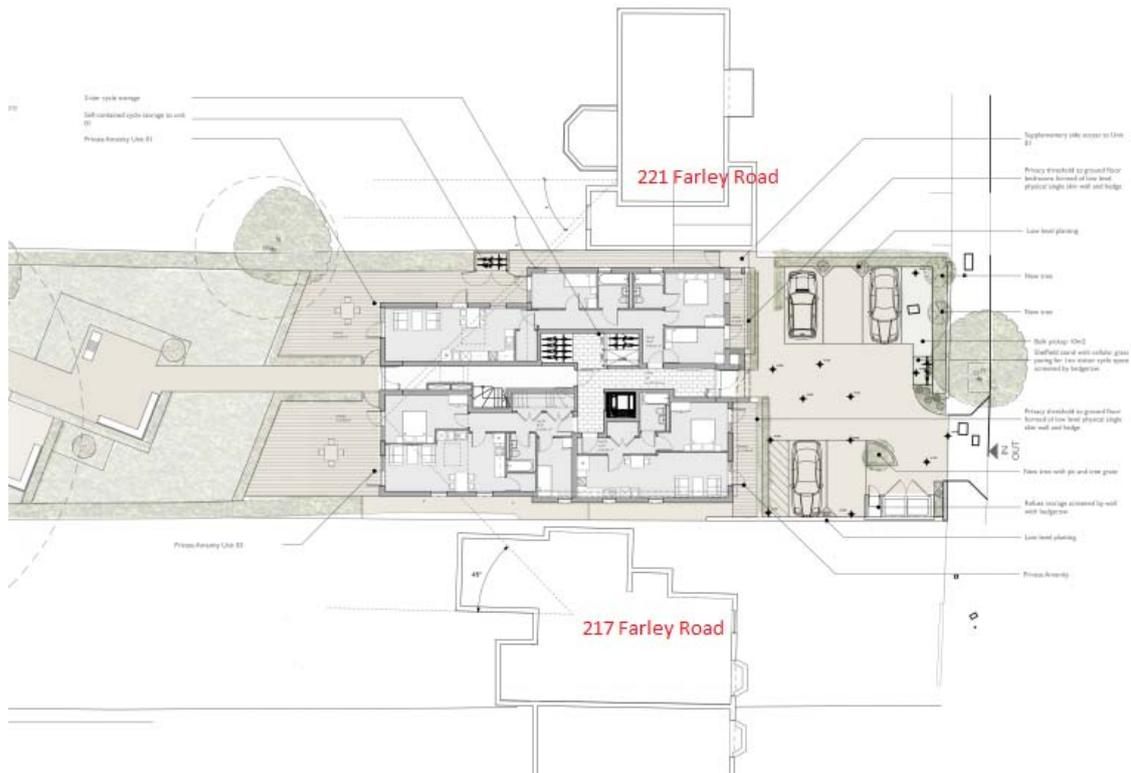
8.16 London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units exceed the minimum space standards and internal layouts have been well thought with adequate storage space. All proposed units are dual or triple aspect and will receive good levels of light and outlook as a result of the large windows.

8.17 London Plan policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'. 1 wheelchair user dwelling is provided (unit 3 on the ground floor) which complies with this requirement. The remaining 90% should meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site. A lift is provided internally (following an amendment to the scheme) and land level alterations are proposed at the front to raise the ground floor level of the building to ensure the gradient from the street to the main entrance is a gently sloping 1:21 gradient. Step-free access to the amenity space and play space is provided via the communal core and there is informal seating proposed in the rear garden.

- 8.18 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. Unit 01, the 3b4p unit, has private space at the front and back plus a side access from the front directly to their rear garden. Ground floor unit 02 has an area of private decking at the front and an additional space in the south west corner of the rear garden which is supported and will be secured by condition. Unit 03 has a large area of private decking at the back. Where there are private amenity spaces at the ground floor level, there is screening in the form of a low level wall and hedge proposed between these spaces and the parking area at the front or the communal amenity space at the rear. Upper floor units are all provided with inset terraces. The terrace for unit 08 (1b1p unit) is marginally undersized at 4.36sqm against a target of 5sqm for 1-2 bedroom dwellings however this is acceptable given the large area of communal amenity space which will be available.
- 8.19 Policy DM10.4 also requires provision of children's play space calculated using the Mayor of London's population yield calculator. Play space is incorporated in the centre / rear of the garden as part of the landscape strategy. The requirement according to table 6.2 of policy DM10.4 would be for 11.5sqm and this is exceeded.
- 8.20 Communal amenity space of approximately 470sqm is also provided (including the space at the very rear of the garden which is occupied by large trees). This space comprises formal and informal areas including lawn, planting, seating and play.
- 8.21 In summary, the proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.

Impacts on Neighbouring Residential Amenity

- 8.22 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels. The nearest residential properties are number 221 to the north and number 217 to the south. As mentioned, the depth of the single storey rear projection does exceed the 45 degree line from the closest ground floor windows on both sides, however as it is only 3m in height (3.5m full height factoring in the dip in land levels at this central point of the site), this is not considered to cause undue amenity impacts in terms of being overbearing. A native hedge would be provided along both side boundaries, which can be planted as semi mature, controlled by condition, so as to screen the bulk of the single storey element.
- 8.23 The main bulk of the building does not breach the 45 degree lines from upper floor windows of neighbouring properties so would not be overbearing nor impact on neighbouring outlook.



Proposed site plan showing relationship with neighbouring properties

8.24 Number 221 Farley Road to the north has no windows on the south (side facing) elevation so there are no amenity impacts in terms of direct overlooking from the proposed development and no requirement for the north facing side windows of the proposed development to be obscured. A daylight and sunlight study has been undertaken to assess the impacts of the proposed development on the rear windows of number 221. 3 windows on the rear (west) elevation have been assessed (2 at first floor and one at ground floor). The vertical sky component (VSC) analysis, which measures the amount of sky visible from a centre point of a window, indicates that all 3 windows retain between 83 and 96% of their existing VSC which complies with BRE guidance, so the development would not have a noticeable impact on daylight levels of these windows.

8.25 In terms of sunlight, the Annual Probable Sunlight Hours (APSH) test, which measures the amount of direct sunlight that can reach the windows, indicates that relevant windows of number 221 would each receive some reduction in APSH but would continue to receive in excess of the recommended BRE guidelines for sunlight hours. Annually the guideline is for windows to receive 25% of available sunlight hours and the windows tested will receive 35-42%, and in winter the guideline is 5% and the windows will receive 10-15%, so the development would not have an unacceptable impact on sunlight levels to these windows.

8.26 To the south, number 217 has a window facing the site at first floor level. The distance between this first floor side window and the proposed building is around 5.5m, separated by a porch and a garage/outbuilding. The garage/outbuilding has a front facing window and small rooflights; no amenity concerns are raised

in terms of impacts on these windows given their use and the general orientation of the proposed development (to the north). The proposed development has 3 windows on its south facing elevation at first floor level serving 2 bathrooms and a kitchen which are in proximity to the side facing window of number 217. These windows will be obscured and will open on restrictors to 99mm only for ventilation purposes. This will be required by condition and will mitigate any potential amenity impacts in terms of privacy on number 217. The ground floor south facing windows would be behind the hedge and the second and third floor south facing windows are within the hipped roof so are not orientated towards number 117 and do not raise amenity concerns.

- 8.27 On both boundaries, existing trees are to be retained to further assist with screening between the properties.
- 8.28 Balconies are proposed on the rear elevations however these are all inset so do not raise overlooking concerns towards neighbouring properties or the first 10m of neighbouring gardens. Outlook would be over the rear amenity space of the site and towards the trees and golf club beyond. Juliette balconies on the front elevation at first and third floor look over the public highway and do not raise any amenity concerns.
- 8.29 Representations have raised concerns about overlooking towards 88 Croham Valley Road. The rear garden of this property is on the opposite side of Farley Road. There is a fence and trees at the end of the garden, plus 2 mature street trees on the footway on Farley Road beyond the end of the garden. The rear of the property itself would be over 40m from the front balconies of the proposed development. Policy DM10.6c seeks to protect the the first 10m of the garden from direct overlooking. The first 10m of the garden would be around 30m away and whilst distant views from the front upper floors windows towards the property may be possible, the separation distance is considered to be adequate, and it is also over the public highway, so this does not raise amenity concerns.
- 8.30 Overall, any potential amenity impacts on neighbouring occupiers are considered to have been adequately mitigated by the low height of the rear projection and the obscure glazing on the first floor south elevation and are considered to be acceptable in line with policy DM10.6.

Trees

- 8.31 Policy DM10.8 and DM28 seek to retain existing trees and vegetation. There are mature trees beyond the rear site boundary, within Croham Hurst Golf Club which are protected by TPOs. These trees would be unaffected as there is no development in the vicinity of these trees or their RPAs. There are 7 trees within or just outside the site boundary which have been assessed in the Arboriculture Impact Assessment, of which 1 is to be removed – a holly at the front. There are also 2 apple trees which would be removed (referred to in the Preliminary Ecology Appraisal) which do not feature in the Arboricultural Survey as they are very small so are of no arboricultural significance.
- 8.32 In the rear garden there are 5 trees (3 x Category B Ash trees and 2 x Category C Horse Chestnuts) which will all be retained and unaffected by the proposed

development. Protective fencing will be erected to safeguard these trees and this will be required by condition prior to commencement to ensure they are protected from the outset. In the front garden there is 1 x Category C Highclere Holly on the north east corner of the site which would be removed to allow for the car parking area. At the front of the site there is also 1 x Category B Flowering Cherry street tree. The vehicular crossover would be moved closer to the street tree and this would result in a 2sqm (roughly 2%) encroachment into the RPA of this tree (which has a RPA of approximately 33sqm). This has been considered with relevant officers and deemed acceptable. Protective fencing would be erected during the construction phase.

- 8.33 To mitigate the loss of the 1 x holly tree, 4 x new trees are proposed (2 at the front and 2 at the back) plus some low level planting, shrubs and hedging. This is detailed in the Landscape Plan and is acceptable.

Landscaping

- 8.34 Local Plan policy 10.8 requires proposals to incorporate hard and soft landscaping. A good quality landscaping scheme is proposed. At the front, permeable paving is proposed for the front forecourt with demarcation shown in the paving between the designated parking bays and the general forecourt area. 1.2m high hedging is proposed as a buffer between the front private amenity spaces and the front parking area. 1.5m high hedging is proposed at the front boundary to maintain and enhance the green frontage. There are 2 new trees and various shrubs proposed.
- 8.35 At the rear, there is a gravel path, 2 areas of formal seating, areas of grass and planting beds and 2 new trees. In the vicinity of the large trees at the end of the garden, shade tolerant grass is proposed as well as areas of wildflower planting. The children's play space is incorporated around the central wildflower area and includes balance beams and stepping logs and space for play on the grass. The play space provision is informal and has been conceived as part of the wider landscape plan rather than within a segregated section of the garden. This approach is supported. The roof of the rear single storey project would be sedum (and is not accessible).
- 8.36 A 1.8m high native mixed species hedge is proposed around the whole of the rear garden. Details of planting and species are provided within the Landscaping Plan and are acceptable.

Impacts on ecology and biodiversity

- 8.37 A Preliminary Ecology Appraisal and Bat Survey Report have been submitted. The Preliminary Ecology Appraisal identified that the building on site had low potential for roosting bats and recommended a Bat Emergence Study be carried out. The Bat Emergence Study, carried out on 07/05/20, established that no bats were seen emerging or re-entering the building and concludes that the building is not currently used by roosting bats. Commuting bats were present in the vicinity as well as distant foraging bats. No mammals were recorded on site but the garden provides suitable habitats for species such as hedgehogs. Birds were recorded on site but not within the building.

- 8.38 Mitigation and enhancement measures are proposed including the use of nectar- and berry-rich tree, shrub and flowering plant species in the proposed landscaping to provide habitats; compensatory tree planting; 2 x bat boxes and 6 x bird nestboxes to be installed; vegetation to be cleared by hand in case hedgehogs are present; and tree removal to take place outside of bird nesting season. In addition, a sympathetic lighting scheme is required to ensure that external lighting does not impact on local bat populations.
- 8.39 Details of the surveys and mitigation and enhancement measures have been reviewed and agreed in principle. Conditions will be attached to ensure compliance with all mitigation and enhancement measures detailed, and submission of a Biodiversity Enhancement Strategy and a wildlife sensitive lighting design scheme.
- 8.40 The site also sits within the Impact Risk Zone for the Croham Hurst SSSI. An appropriate Construction Environment Management Plan (Biodiversity) specifying how air pollution will be controlled during construction will be required by condition prior to commencement.

Access, Parking and Highway Safety

- 8.41 The site has a Public Transport Accessibility Level (PTAL) of 2 which indicates poor access to public transport. Farley Road is a borough classified road with a 30mph speed limit and is a bus route. The site is not within a CPZ and there are no on-street parking restrictions.

Access arrangements

- 8.42 The proposal is to move the vehicular crossover to the north so that it is more centrally located within the site than existing. The proposed crossover would be 1.56m from the street tree. As noted in the Tree section above, the development would result in an RPA encroachment of approximately 2%. The distance between the tree and the crossover and the impact on its RPA has been assessed with relevant officers within the Council and it has been confirmed that the distance is sufficient to safeguard the tree, subject to compliance with the Tree Protection Plan, which will be required by condition.
- 8.43 Representations have raised concerns about visibility on the bend of the road. It has been demonstrated that the required pedestrian and vehicular sightlines from the vehicle crossover point can be achieved. A condition will be attached to ensure that no planting or obstructions above 0.6m in height are located within the sightline areas.
- 8.44 There is no separate pedestrian walkway to the main building entrance however given the low number of parking spaces and that the 6m space between the parking bays is the minimum required for vehicle manoeuvres, it is accepted that there is not sufficient space for a segregated pedestrian path on this site.

Car parking

- 8.55 5 car parking spaces are proposed for the 9 flats. In areas of PTAL 2 in outer London, London Plan policy T6 requires up to 0.75 parking spaces per dwelling for 1-2 bed units and up to 1 space per 3+ bed dwelling. This would equate to a maximum of 7 car parking spaces. It is often not desirable to deliver the maximum amount of parking on site as this can, amongst other things, promote unsustainable travel patterns. The proposal for 5 spaces would therefore comply with London plan maximum requirements.
- 8.56 The Council normally requires 1:1 parking on sites such as this. As such, in order to justify the shortfall of 4 car parking spaces a parking survey in line with Lambeth Methodology was undertaken. The survey assessed on-street parking availability within 200m walking distance of the site on two typical weekday overnight periods. It considers Farley Road, Croham Valley Road and Ruffetts Close and establishes that there is sufficient space for any overspill on-street parking in unrestricted locations (111 spaces in total).
- 8.57 Given that Farley Road and Croham Valley Road are borough classified roads, it is necessary to interrogate the data further. If the spaces on Farley Road and the part of Croham Valley Road that are on the bus route are discounted - because these are little used for parking and the Highway Authority wishes to maintain this - there would be 24 unrestricted kerbside spaces available on Croham Valley Road which could potentially be used for parking (and there were 2 cars parked here at the time of the survey) plus spaces on Ruffetts Close. The Parking Survey states that 13 spaces are available on Ruffetts Close when in reality there are only 7 because it is only possible to park on 1 side of the road. At the time of the survey, there was 1 car parked on Ruffetts Close, which indicates that there would be parking availability here also. Therefore, even if the parts of Farley Road and Croham Valley Road that are on the bus route are discounted, there were 31 unrestricted spaces available at the time of the survey, with 3 cars parked, which gives a parking stress of 10%. If the proposal generates parking requirement for 4 overspill cars on the street, parking stress would be 23%. It has been demonstrated that there is sufficient parking capacity for potential overspill parking of 4 cars, without causing detrimental impacts to highway safety
- 8.58** Furthermore, the location of the site opposite a bus stop (64 and 433 bus) which provides regular access to Croydon, Thornton Heath and Addington, and to train stations at East Croydon and South Croydon, plus tram links at Addington Village and Croydon town centre, means that residents may be inclined to use public transport rather than drive cars, which would be supported.

- 8.59 Swept paths for the parking spaces are provided, demonstrating that the spaces are accessible. 2 of the 5 spaces would be provided with active electric vehicle charging points (40%) and the remainder of the spaces would be passive spaces (spaces with the necessary underlying connections and cabling to enable installation of charging points in the future). One disabled car parking space would be provided (one the south side of the site, closest to the building entrance) with a width of 2.4m plus an additional 1.2m wide manoeuvring strip to the driver's side of the bay. This width of the remaining car parking spaces is acceptable.
- 8.60 A contribution of £13,500 will be secured via S106 agreement to contribute towards sustainable transport initiatives including on street car clubs with electric vehicle charging points (ECVPs) as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding will go towards traffic orders at around £2500, signing, lining of car club bay, EVCP provision including electrics and set up costs for the car club. Funding will also be used for extension and improvements to walking and cycling routes in the area to support and encourage sustainable methods of transport.
- 8.61 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.

Cycle parking

- 8.62 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 15.5 cycle parking spaces for residents. A total of 16 cycle spaces are proposed. 2 of these are located within the private amenity space of unit 1 (the 3b4p unit) and this can be accessed via a side access gate. 14 spaces are proposed within an internal bike store which is secure, integrated, convenient and accessible. The bike store is accessed via the central core of the building and has a 1.8m wide sliding door. The proposed bike stands are a mixture of two-tier and Sheffield stands. One of the Sheffield stands is suitable for use by wider and adapted bikes. Details are acceptable and a condition will be attached to ensure compliance with the approved details.
- 8.63 London Plan policy T5 also requires provision of 2 visitor cycle spaces. One Sheffield stand is provided at the entrance, screened by the hedgerow, with space for 2 bicycles. This is acceptable.

Waste / Recycling Facilities

- 8.64 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is proposed on the front forecourt, in a brick container to match the main building with lockable doors. It is well screened from the footway by a wall and hedgerow so is considered to have been appropriately integrated into the development in line with policy DM13 and is acceptable.

- 8.65 Proposed waste receptacles include 1 x 1100L refuse bin, 1 x 1100L recycling bin and 1 x 140L food recycler. The proposed recycling bin is too small; it should be 1280L rather than 1100L. Given that the recycling store is located externally, the size can be altered slightly to accommodate a larger recycling bin and final details will be required by condition. The drag distance for operatives is around 6m and the carry distance for residents is around 14m, both of which are acceptable. Details comply with guidance in the Council's New Build and Conversion waste management document.
- 8.66 A bulky waste storage area of 10sqm is provided at the front of the site in line with policy DM13.

Flood Risk and Energy Efficiency

Flood risk

- 8.67 The site is located within an area at medium to high risk of surface water flooding and within a critical drainage area. The development has been designed with the ground floor set at 100.4mAOD to reduce the risk of internal surface water flooding - and also to provide level access from the highway to the front entrance. The proposed floor level is 600mm above the medium risk flood level, (considered to be the design event) and 300mm above the low risk flood level. The proposed development is therefore at very low risk of internal flooding from surface water.
- 8.68 The flow of surface water across the site is from south to north along the dip in the centre of the site. In order to maintain a flow path across the site, the external amenity areas to the rear will be formed of raised decking to allow surface water to flow underneath. The raised decking would have permeable side panels to allow flood water to flow through and under the decking, and the side panels would be fixed to prevent residents storing items below the decking. Access panels would be provided for maintenance. Walls would also be provided within the rear amenity space to maintain the flow path to the north along the lower lying land.
- 8.69 Other flood risk mitigation measures proposed in line with Local Plan policy DM25 and the London Plan Sustainable Drainage Hierarchy (policy S113) include permeable paving for the parking forecourt, and a soakaway at the rear for runoff from the roof.
- 8.70 The site is also in an area defined as having potential for groundwater flooding to occur at the surface, although there have been no recorded groundwater flooding incidents near the site. The FRA concludes that the actual risk of groundwater flooding at the site is low due to the land level of the site and the finished floor level set at 100.4mAOD which is above the level of any potential groundwater emergence.

Energy efficiency

- 8.71 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

- 8.72 The provision of 9 flats in this location is acceptable in principle. The proposed design, massing, site layout and quality of accommodation is acceptable, with good quality landscaping, shared amenity and play space proposed. Mature trees would be retained and protected. One tree in the front garden would be removed with compensatory planting proposed. Amenity impacts on neighbouring properties have been successfully mitigated. 5 car parking spaces are proposed and it has been demonstrated that there is sufficient space in the surrounding roads (non-bus route parts) to accommodate overspill car parking, and the location opposite a bus stop may encourage people to use sustainable modes of transport. The proposal is also acceptable on ecology, flooding and sustainability grounds.
- 8.73 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

Other matters

- 8.74 The development would be liable for a charge under the Community Infrastructure Levy (CIL).
- 8.75 All other planning considerations including equalities have been taken into account.