

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/04191/FUL  
 Location: 22 Lynne Close South Croydon CR2 8QA  
 Ward: Selsdon Vale And Forestdale  
 Description: Demolition of existing bungalow and erection of a three storey building with accommodation in the roofspace, comprising of 9 units with associated landscaping, parking, accesses as well as cycle and refuse storage.  
 Drawing Nos: Site Plan 3884/4 received 04.09.2019, Layout 3884 Rev A received 12.03.2020, LG FP - 3979/1 Rev B received 12.03.2020, G FP - 3979/2 Rev B received 12.03.2020, F FP - 3979/3 Rev B received 12.03.2020, S FP - 3979/4 Received 29.11.2019, R P 3979/5 received 16.03.2019, S S - 3979/12 Rev B received 12.03.2020, F E - 3979/6 Rev B received 12.03.2020, R E - 3979/9 Rev B received 12.03.2020, S E - 3979/7 received 12.03.2020 & N E - 3979/8 received 29.11.2019; Flood Risk Assessment report WTFR-FRA-2019/09/Q32 dated 17th October 2019; Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan dated 6th August 2019 and PARKING STRESS SURVEY & ANALYSIS Revision Dec 19.  
 Applicant: Mr Lee Richardson of LPR Design  
 Case Officer: Peter Milles

	1B 2P	2B 3P	2B 4P	3B 4P	3B 5P	Total
Existing Provision				1		1
Proposed Provision		5			4	9

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received. Furthermore, the application was referred to planning committee by Councillor Stuart Millson (Selsdon Vale and Forestdale Ward).

**2.0 RECOMMENDATION**

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
- Conditions**
1. Time limit of 3 years
  2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions

3. Details of facing materials
4. Obscure glazed window openings
5. Hard and soft landscaping to be submitted
6. Construction Logistics Plan
7. Details of refuse and cycle storage, boundary treatments
8. Trees protection plan and arboricultural report
9. Drainage - Details in accordance with Flood Risk Assessment Report
10. M4 (1), (2) and (3) compliance
11. Details of the play space and landings to side access ramp
12. 19% reduction in CO2 Emissions
13. 110l Water Restriction
14. Reinstatement of the existing vehicular crossover in Lynne Close
15. Construction of a new vehicular crossovers in Lynne Close
16. Highway survey
17. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

1. CIL
2. Party Wall Act 1996
3. Code of practise for Construction Sites
4. Highways – site and highway boundary details, surface water discharge
5. Highways – costs associated with highway works
6. Demolition guidance
7. Demolition notice
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of existing detached 3 bed bungalow.
- The erection of a three-four storey building with accommodation within the lower level and roof space to provide 9 flats, 4 of which will be 3 bedroom family units.
- Provision of private and communal external amenity space as well as children's play space.
- Provision of 6 off-street spaces.
- Provision of associated refuse/cycle stores.
- Land alterations.

3.2 Amended plans were received showing an amended design/appearance, land levels, access and internal layout. No re-notification was conducted because the amendments did not lead to a material change in circumstances.



Figure 1: Site location plan showing dwellinghouse.

### **Site and Surroundings**

- 3.3 The application site lies on the eastern side of Lynne Close and is irregular in shape. The site is currently occupied by a single storey detached dwellinghouse (bungalow) that is positioned towards the front boundary. There is a detached garage located to the northern side of the dwellinghouse. Land levels fall from west to east (front to the back of site).
- 3.4 The surrounding area is residential in character and is comprised of a variety of dwelling types and sizes. There are no site specific constraints that would impact upon the development potential of the site and neither is the site subject to a formal tree preservation order. The site has a Public Transport Accessibility Level (PTAL) of 1b; therefore it is considered to have poor access to public transport. The application site is at low risk of riverine or surface water flooding. There are no other constraints affecting the application site as identified by the Croydon Plan.

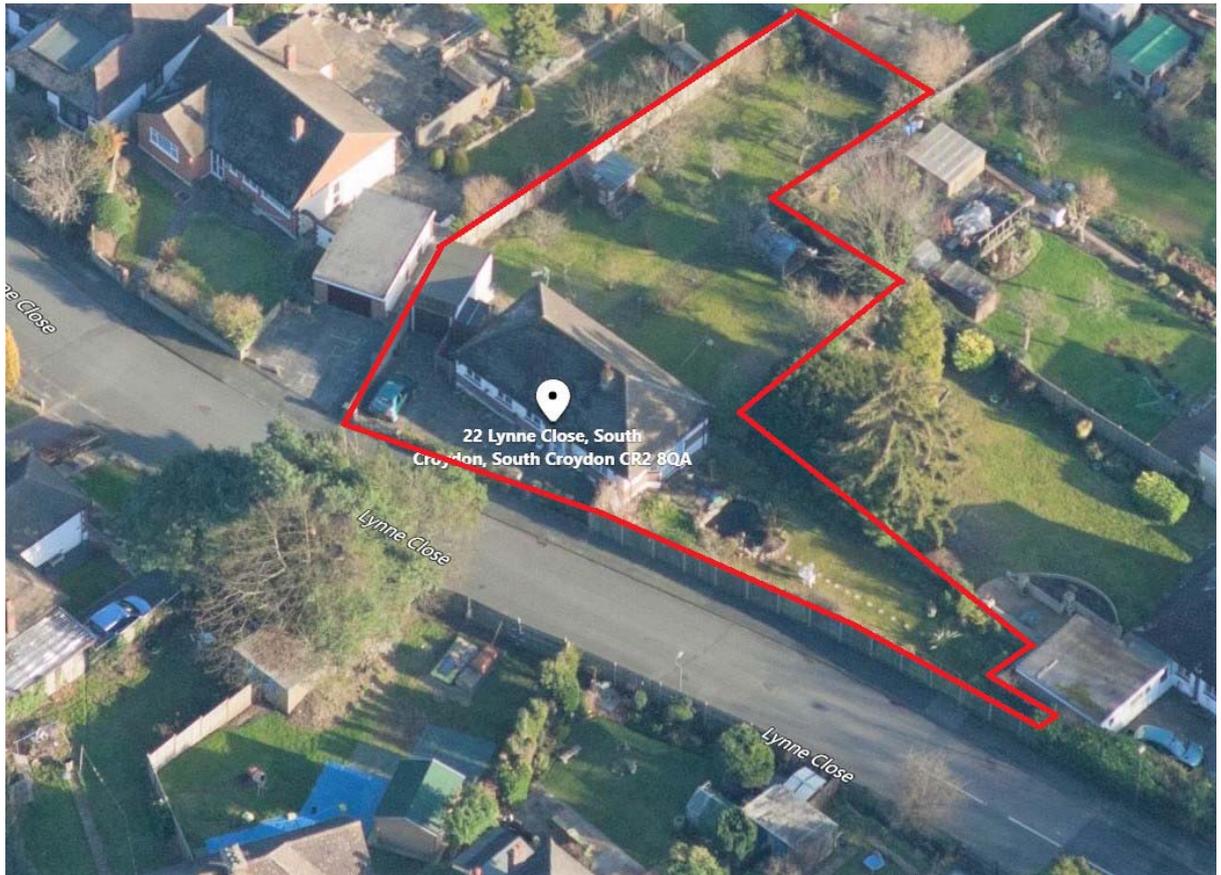


Figure 2: Aerial street view highlighting the proposed site.

### **Planning History**

- 3.5 19/01681/PRE - Proposed demolition of existing bungalow and erection of 3storey block of flats to create 9no. self contained units with 5n off street parking spaces – Letter dated 02.05.2019
- 3.6 18/05216/PRE - demolition of bungalow and erection of 9 flats – Letter dated 11.12.2018

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

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide an appropriate mix of units including 4 x three-bed family sized units and 5 x two-bed units.
- The proposed development would be of an appropriate mass, scale, form and design that would respect the established built form of the surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- Subject to the imposition of conditions, the proposed development would not have an adverse impact on the operation of the highway.

- Subject to conditions, the proposals would not have an adverse impact on flooding.
- 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 67 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, the MP for Croydon South and a local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 53 Objecting: 53 Supporting: 0 Comment: 0

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

Summary of objections	Response
<i>Principle of development</i>	
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.21
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6
An unwelcome precedent	Addressed in the report at paragraphs 8.2 – 8.6
Loss of family home	Addressed in the report at paragraph 8.4 – 8.5
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.20
Excessive scale, height and massing	Addressed in the report at paragraphs 8.7 – 8.20
Over intensification – Too dense	Addressed in the report at paragraphs 8.7 – 8.20
Visual impact on the street scene (out of character)	Addressed in the report at paragraphs 8.7 – 8.20
Harm to the suburban character	Addressed in the report at paragraphs 8.7 – 8.20
Number of storeys	Addressed in the report at paragraphs 8.7 – 8.20
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.21 – 8.29

Loss of light	Addressed in the report at paragraphs 8.21 – 8.29
Loss of privacy	Addressed in the report at paragraphs 8.21 – 8.29
Overlooking	Addressed in the report at paragraphs 8.21 – 8.29
Neighbour outlook/ views	The site is not within a designated policy protected view corridor. The property owner or occupiers right to a view is not a material planning consideration in this instance.
Disturbance (noise, light, pollution etc.)	Addressed in the report at paragraphs 8.21 – 8.29
<i>Traffic &amp; Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.35 – 8.42
Inadequate provision of off-street parking	Addressed in the report at paragraphs 8.35 – 8.42
Negative impact on highway safety	Addressed in the report at paragraph 8.35 – 8.42
Refuse and recycling provision not sufficient	Addressed in the report at paragraph 8.40
<i>Other matters</i>	
Impact on / loss of existing trees	Addressed in the report at paragraphs 8.44
Impact on wildlife and biodiversity	Addressed in the report at paragraphs 8.45
Impact on flooding	Addressed in the report at paragraph 8.47
Construction disturbance	Addressed in the report at paragraph 8.41
Increased pressure on local infrastructure and services	Addressed in the report at paragraph 8.48
Impact on value of neighbours properties	It is not a planning consideration
Covenants	This would be a civil matter and not a material planning consideration.
Not a wide enough public consultation	The obligations for undertaking public consultation for the proposed development have been fulfilled in accordance with Article 15 of the Development Management Procedure Order through postal notification of the application to neighbouring properties. A wider letter box drop was undertaken than what is statutorily prescribed.
Re-notification after amendments	Addressed in the report at paragraph 3.2

- 6.3 Councillor Stuart Millson (Selsdon Vale and Forestdale Ward) has referred the application to committee and raised the following issues:
- Overdevelopment of the site.
  - Out of character.
  - Impact to the streetscene.

## **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. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

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

- Promoting sustainable transport;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

### **7.4 Consolidated London Plan 2016**

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste

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

#### 7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM37 – Coulsdon

#### 7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

The SPD is a Housing Design Guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

#### 7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance

#### 7.8 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State

and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

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

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

7.9 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 principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Transport and highways impacts;
- Impacts on trees and wildlife;
- Sustainability issues; and
- Other matters

### **The Principle of Development**

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas

play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.

- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Lynne Close consists of detached and semi-detached houses.
- 8.4 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area less than 130 sq.m. The existing property has a floor area of 70 sq.m and is a 3 bed bungalow; however, on the basis that this would be replaced with 4 family size units, which would result in a net gain of family accommodation which is considered acceptable.
- 8.5 The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal would be in excess of this range (285 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, optimising the site's housing output whilst respecting the local character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity) in line with Policy 3.4. As such the principle of the scheme is supported.

#### **The effect of the proposal on the character of the area and visual amenities of the street-scene**

- 8.7 The existing property which includes a detached house and a detached garage is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace the dwellinghouse with 9 units across a single building fronting Lynne Close.
- 8.8 The surrounding area includes a mixture of one storey and two storey dwellings. The existing immediate neighbouring dwellings at La Brisa Lynne Close and No.82 Old Farleigh Road (corner site at the junction with Lynne Close) are single storey detached houses. The properties at the rear of the application site are two-storey detached dwellinghouses. Single storey bungalows can be seen in the street scene adjacent to two storey houses.
- 8.9 The Croydon Local Plan has a presumption in favour of three storey development and the application seeks to provide a three-four storey property providing a high

quality built form that respects the land level changes, pattern, layout and siting in accordance with Policy DM10.1.

- 8.10 The Suburban Design Guide states that where surrounding dwellings are predominantly two storey detached dwellings, new development should seek to accommodate an additional storey within the roof space. As the lower ground level is set below the level of neighbouring properties at the highway Lynne Close, the proposed development would be one storey taller than the adjacent houses and would incorporate accommodation within the roof space. The proposed height would therefore be compliant with the Suburban Design Guide.
- 8.11 The proposal creates an acceptable scheme which is a positive addition to the area. The proposed front would have double gables, large windows and a recessed entrance. The front, rear and southern side would have external balconies. Those to the front and rear are proposed to be recessed and would be integrated into the design of the building. The first floor side balcony would be well screened and would not be an overly intrusive feature in the streetscene. The design of the building gives the appearance of a large detached dwelling with a front door. Two storey flat roofed sections are proposed to the sides to provide bay window elements. Whilst these are unusual features in the area, they would be successfully integrated into the building due to the choice of materials and well set back from the front elevation. The building would use a range of traditional materials such as dark red and grey bricks to the front, side and rear elevations, anthracite grey window frames and dark red roof tiles.



Figure 3: Front elevation of proposed building.



Figure 4: Streetscene elevation

- 8.12 The use of the red bricks is predominant on the rear elevation to match the colour of the roof tiles. Given the topography of the land, to mitigate the dominant appearance of the rear elevation, grey bricks have been used on the ground floor and dispersed around the first floor at the balcony and under the eaves. Furthermore the use of grey re-constructed stone banding between the levels and around the recessed balconies ensure that there is not an overall dominant appearance when viewing the building from the rear or neighbouring gardens.
- 8.13 Whilst the building would have a greater footprint than the existing house, given the layout of surrounding buildings and that the proposed building will be set down from the existing highway, the impact on the street-scene would be acceptable. The separation distance between the proposed and existing buildings to La Brisa Lynne Close and No.82 Old Farleigh Road will be around 9m and 28m respectively. The separation between the proposed and neighbouring buildings ensures that the rhythm of the street scene is retained.
- 8.14 The Suburban Design Guide states that Croydon's topography presents many opportunities for new development in semi-submerged lower floors with level access on one side of a property. In other settings, it may be possible to provide fully submerged basements or lower-ground floor development, however these are often considered to be uncharacteristic of suburban settings and need to be carefully designed to minimise any negative impacts on the streetscene.
- 8.15 A sloping topography can provide opportunities to work with the landscape to achieve greater footprints which extend beyond neighbouring elevations by stepping the building mass. By stepping built form down a slope, impacts on neighbours can be avoided. It is important that the rhythm of stepping follows the gradient of the slope to avoid large built form protruding from the hillside.
- 8.16 The building has optimised the use of land levels on this site and the lower ground floor units have been designed so that the proposed occupiers will benefit from direct access to amenity space which is located within the existing garden area.
- 8.17 Access driveways, forecourt parking and retaining walls to properties are features commonly found on Lynne Close. The existing driveway will be replaced by a pedestrian path entrance to the building and rear building access, with 6 parking bays being located on the southern side of the building away from

the neighbour La Brisa Lynne Close. 5 car parking spaces would be located in a forecourt car park with an additional disabled parking bay accessed directly from the highway.



Figure 5: Proposed Site Plan

8.18 The proposed parking forecourt would be softened through the use of landscaping which would be located around the front boundary of the site and between the parking area and proposed building. Given that the parking areas and residential amenity space/existing highway is separated by landscaping, the hardstanding and retaining walls would not have an overly dominant or incongruous impact on the visual amenities of the area or the street scene.

8.19 The proposal would overall result in a development that would respect the pattern and rhythm of the neighbouring area given the design of the building, and its appearance from the roadside would be that of a large detached dwelling. The style, design and appearance of the dwelling will not harm the appearance of the street scene.

8.20 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply

with the objectives of the above policies in terms of respecting the local character.

**The effect of the proposal upon the amenities of the occupiers of adjoining properties**

8.21 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure.

8.22 The main properties that would be potentially affected by the proposed development are as follows:

- 1 Lynne Close.
- 15, 16 and 17 Hawthorn Crescent.
- La Brisa Lynne Close.
- 82 and 84 Old Farleigh Road.
- 1 and 3 Birdwood Close.



Figure 6: Proposed Block Plan

**La Brisa Lynne Close**

8.23 La Brisa Lynne Close is located on the northern site boundary. The proposed building would be setback from the neighbouring dwellinghouse by 9m. Whilst

the proposal would be set back and deeper than the neighbour, the lower ground floor would be set down into the ground. When assessed against the Suburban Design Guide, the proposed rear elevation wall would not encroach into the “rule of thumb” 45 degree angle, taken from the rear windows (either horizontally or vertically). The existing side facing flank door provides external access to the kitchen. The bungalow at La Brisa benefits from a main pedestrian entrance via a front gate from Lynne Close and a large set of rear facing doors to the rear terrace and garden from the primary living space. The side flank door is not considered to be unreasonably impacted in this instance as it is not the primary pedestrian access to the principle building frontage, is un-neighbourly in its location at the side of the dwelling, is setback from the side boundary and is intervened by the properties detached garage.

8.24 Overall it is therefore considered the proposal would not be unduly overbearing or cause an unacceptable loss of outlook for the neighbouring property at La Brisa, Lynne Close.

8.25 The use of oriel windows with an additional obscure glaze window panel is consistent with the approach outlined in the Suburban Design Guide for non-direct side facing views of a neighbour in close proximity. The rear balconies would all be recessed and screened to the side and as such, should limit overlooking sideways and into the rear garden. As a result it is considered the proposal would not cause any undue loss of privacy or amenity to the neighbouring property.

#### 1 Lynne Close and 15, 16 and 17 Hawthorn Crescent

8.26 These detached and semi-detached dwellings are located on the opposite side of Lynne Close. Whilst the proposed development would be substantially larger than the existing dwelling, given the distance between these properties, the intervening road and that they are set higher due to topography, the level of overlooking from the front of the proposed development across the street would be limited. Further the use of landscape planting is considered appropriate to soften the appearance of the forecourt parking and is recommended as a condition of approval. It is therefore considered the impact on the amenity and outlook of the occupiers of these dwellings is minimal.

#### 82 and 84 Old Farleigh Road

8.27 These dwellings to the south at No.82 and No.84 Old Farleigh Road have a separation distance of a minimum 28m between the habitable rooms of the proposed building and the detached dwellinghouses. The use of oriel windows with an additional obscure glaze window panel assists to minimise amenity impacts. Regarding balconies, a single side flank balcony is proposed on the first floor of Unit F which looks out towards the two properties, and the recessed rear elevation balconies outlook is eastward. The Suburban Design Guide discusses that overlooking of a neighbouring garden can be introduced where sensitively designed beyond the first 10m from the neighbouring dwellinghouse. Taking into account the separation distances, the sensitive design through the use of screening and positioning, as well as mature trees within the neighbouring

rear gardens, overall it is considered that the amenities of the adjoining occupiers would not be detrimentally impacted in this instance.

- 8.28 Regarding noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would however increase the number of vehicle movements to and from the site within the forecourt parking area. It is considered that through a non-transparent acoustic barrier in the form of a shared boundary fence being installed along the shared boundary with No.82, headlight and noise impacts could be satisfactorily mitigated. By including a recommended condition of approval to implement this measure, it is not considered that the car parking area would be overly harmful to the amenities of neighbouring occupiers.

#### 1 and 3 Birdwood Close

- 8.29 These residential properties are located to the rear of the application site with the rear gardens being around 32 metres in depth. The rear wall of the proposed development would be sited a minimum depth of 15 metres from the rear boundary. Therefore given the depth of the neighbouring gardens the window to window separation would be large at beyond 47 metres. The scheme would therefore maintain adequate light, outlook and privacy. There are existing mature trees and hedges along the rear boundary which also increase screening between the proposed development and the existing houses on Birdwood Close and therefore the loss out of outlook and amenity to these properties would be minimal.

#### **The effect of the proposal upon the amenities of future occupiers**

- 8.30 The Nationally Described Space Standards (NDSS) 2015 provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor and storage area.
- 8.31 For each unit, the use of oriel windows with an additional obscure glazed window has been provided to ameliorate any direct impact on neighbouring properties from overlooking, whilst still allowing for a suitable level of daylight/ sunlight and outlook for future occupiers. All units are dual aspect. The applicant has provided section drawings which when scaled show that habitable bedrooms would meet the 25 degree test. Therefore the level of sunlight, daylight and outlook would be acceptable for these rooms. The unit's would have satisfactory access to private and communal amenity space which meets the required standards.
- 8.32 The local plan also requires all flatted development to provide new child play space in addition to community amenity space. In terms of the child play space, this is indicated on the site plan and further details would be secured through use of planning conditions.
- 8.33 In terms of accessibility, the ground floor units would have step free access from the front door and to the refuse store. The building is four storeys but each flat's

entrance would be no more than three storeys to the entrance to the building although journeys from the top floor to the communal garden would be over four floors. The London Plan makes clear that there should be flexibility with the provision of lifts on smaller schemes. Whilst the inclusion of a lift shaft would provide level access to all units, it would have had significant impact on viability and would have certainly reduced the number of rooms and/or units and would have reduced the capacity of the site to optimise the number of units that can sustainably be achieved. In such circumstances, the London Plan advises that units above or below the ground floor should satisfy M4(1), which is achievable. The ground floor units can achieve M4(2) and (3) apart from with regards to access to the garden area. In view of the particular site circumstances and in order to protect the character of the street scene against the backdrop of housing need, the proposal is considered acceptable without providing level access to the upper floors.

- 8.34 Overall, the development is considered to result in a high quality development, including an uplift in family accommodation, and would offer future occupiers a good standard of amenity, including the provision of communal amenity space and child play space, and thus accords with relevant policy.

#### **The impact on transport / highway**

- 8.35 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP (2018) sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 11 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such, a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.36 The site is not located in a controlled parking zone. 6 on-site parking bays are proposed. While the low PTAL is acknowledged and a greater parking demand is likely, the proposed scheme would provide 50% parking provision of the maximum 11 spaces permitted on site. In support of the application an on-street parking survey was undertaken following the accepted Lambeth methodology. The findings stipulate that up to 81 spare parking spaces are available in the immediate area on Council adopted highways including Lynne Close, Birdwood Close and Hawthorne Crescent. The parking survey's figures are however exaggerated as it does not take into account areas required for manoeuvring on Hawthorne Crescent. When only using a more realistic figure for Hawthorne Crescent and in addition to the other identified available spaces within the immediate area, parking stress will be well below (calculated at 51.5%) of the 85% that is assessed as being at capacity, with 32 spaces available. Therefore there is significant spare on-street parking capacity to accommodate the

development and unrestricted parking space along the surrounding highway network which could accommodate an overspill of 5 vehicles on streets close to the site.

- 8.37 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 6 off-street parking spaces and these would need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions. Regarding the two crossovers, in particular the direct parking space for the disabled parking bay, it is considered that there is sufficient capacity and sightlines available to allow for the safe operation of the highway and pedestrian network. The two crossovers are proposed within the sites 40m property frontage to Lynne Close. Between the two proposed crossovers would be a 6m separation distance along the kerb. The nearest neighbouring crossover along the kerb at 20m is the crossover at La Brisa Lynne Close, with this being a significant separation distance. Further there would be 30m in distance between the disabled car space crossover and the junction at Old Farleigh Road. Therefore the dual crossover's are satisfactory in respect to highway safety and operation and in line with policy.
- 8.38 The formation of a new vehicle crossover and reinstatement of the existing crossover in Lynne Close have been conditioned.
- 8.39 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and it is recommended to be secured by way of a condition. The proposed cycle store is to be secure and weather proof with an indicative storage facility elevation provided. The store is to have space available for the provision of 5% of spaces to be Sheffield stands for adapted or wider bikes, and is to provide for 18 spaces to comply with the London Plan and CLP 2018. Use of the facility will be encouraged by locating in the rear garden. A condition is recommended to ensure that the side access pathway has landings to allow it to be used more easily.
- 8.40 The refuse arrangements would be acceptable for a 9 units scheme by providing 1 x 1100ltr landfill receptacle; 1 x 240ltr general waste bin, 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling which has been accommodated within the site. The refuse store would be located attached to the building and is proposed to be setback behind the principle building frontage to Lynne Close. The store materials and finishes are of a high quality and the design is sympathetic to and ties in with the appearance of the main building.
- 8.41 Representations have raised concern that construction works would be disruptive and large vehicles could cause congestion and damage to the highway. Taking into account the sites location within a residential area, a Construction Logistics Plan (CLP) is recommended through a condition to ensure the LPA maintains control and that the development progresses in an acceptable manner.

8.42 Subject to conditions, the proposal is considered acceptable on transport and highway grounds.

### **Impact on trees and wildlife**

8.43 While it is noted that the site benefits from a number of trees and soft landscaping, the site is not covered by a Tree Preservation Order, nor is the site within a Conservation Area so trees on the site are not subject to planning controls.

8.44 A tree survey report submitted by the applicant did not identify any significant vegetation within the site worthy of retention, the findings of which are supported by Council's Trees officers. A landscape plan is recommended to be included as a condition of approval to identify where existing trees and planting can be retained. The tree survey report however identified 2 x Category B trees and a Category C tree of significance within the garden of No.82 Old Farleigh Road. To ensure no impact from development to these significant trees occurs during construction, tree protection measures of the root protection zone are mitigation measures included in the report and are recommended to be conditioned accordingly.

8.45 In terms of wildlife and biodiversity, the site is not in a protected area and there is insufficient evidence especially given the characteristics of the site (residential property with garden) to suggest that there is protected flora and fauna on site.

### **Sustainability Issues**

8.46 Many elements of sustainability have been addressed in this report through the design of the scheme and to be secured by conditions where recommended. Further conditions are recommended 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.

### **Other Matters**

8.47 The site is located in Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)) as identified by the Environmental Agency and lies within an area at low risk of surface water flooding. A Flood Risk Assessment has been provided including mitigation measures such as rain gardens, appropriate location of permeable paving, tanked storage and tested infiltration. It is recommended a condition is attached for the development to be in accordance with the Flood Risk Assessment (including mitigation measures) and for further attenuation measures to be provided in the form of a 100 litre water butt.

8.48 Representations have raised concerns that local schools and other services would be unable to cope with additional residents in the area. The development would be liable for a charge under the Community Infrastructure Levy (CIL). This payment would contribute to delivering infrastructure to support the development of the area, such as local schools.

## **Conclusions**

- 8.49 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above policies, subject to the provision of suitable conditions.
- 8.50 All other relevant policies and considerations, including equalities, have been taken into account.