

PART 6: Planning Applications for Decision**Item 6.2****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/05394/FUL
 Location: 60 Welcomes Road, Kenley CR8 5HD
 Ward: Kenley
 Description: Demolition of existing dwellinghouse, construction of a two-storey building with habitable roof space to accommodate 7 flats to the front and a pair of semi-detached, two-storey dwellinghouses to the rear of the site; with associated vehicle parking, cycle and bin provision.
 Drawing Nos: 771/100 Rev A, 771/101 Rev A, 771/102 Rev A, 771/103 Rev A, 771/105 Rev B, 771/106 Rev A, 771/107 Rev A, 771/108 Rev A, 771/110 Rev A, 771/111 Rev A, 771/112 Rev B, 771/113 Rev B, 771/114 Rev B, 771/116 Rev A, 771/115 Rev A.
 Applicant: Mr & Mrs Forbes
 Agent: Landmark Architecture Ltd
 Case Officer: Karim Badawi

	2B 4P	3B 6P	4B 7P	Total
Existing Provision			1	1
Proposed Provision	6	1	2	9

All units would be allocated for private sales.

Number of car parking spaces	Number of cycle parking spaces
11	14

- 1.1 This application is being reported to Planning Committee as objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:
- a) A financial contribution of £1,500/unit for sustainable transport improvements and enhancements.
- 2.2 That the Planning Committee resolve to GRANT planning permission, 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;

Pre-Commencement Conditions

3. Details and samples of materials to be submitted for approval;
4. Detailed elevational drawings (Scale 1:10) showing window reveals and balcony treatments;
5. Details of soft and hard landscaping including retaining walls and boundary treatment and additional tree planting to the front;
6. Full details of cycle storage to be submitted for approval;
7. Full details of refuse collection strategy and details of refuse store including external appearance and location adjustment within 30 metres from furthest rear unit;
8. Demolition and Construction Method Statement / Construction Logistics Plan to be submitted;
9. Further information regarding SuDs including the following:
 - a. Provision of calculations supporting storage capacity (updated modelling with matching feature names).
 - b. Provision of an acceptable drainage strategy layout plan (including pipe and manhole names, final drainage levels, site levels, and flow directions).
 - c. Provision of infiltration testing in accordance with BRE365.
 - d. Provision of correspondence with the EA and confirm any specific measures to be included within the strategy to address issues of infiltration within Ground Water Source Protection Zones.
 - e. Provision of ownership details for the proposed drainage features.
10. Ecological Construction Environmental Management Plan;
11. Biodiversity Enhancement Layout, Prior to slab level

Pre-Occupation Conditions

12. Details of electric vehicle charging point to be submitted;
13. Wildlife Sensitive Lighting Design Scheme;

Compliance Conditions

14. Servicing, parking and visibility splays to be laid out as proposed;
15. Refuse/cycle parking provided as specified;
16. Accessible homes for the front block;
17. Car parking, service bay and visibility splays provided as specified;
18. Accordance with Arboriculture Method Statement;
19. Accordance with Ecological Appraisal recommendations
20. Energy and Water efficiency;
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives:

1. Community Infrastructure Levy;
2. Code of practise for Construction Sites;
3. Light pollution;
4. Requirement for ultra-low NOx boilers;
5. Nesting birds in buildings; and
6. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the construction of two blocks; the front block would be a three-storey building comprising seven flats (6 x 2b4p and 1 x 3b6p) and the rear block would be two two-storey semi-detached four bedroom dwellinghouses. The site would have seven car parking spaces to the front and the side, a secondary access and waiting area for service vehicles and the two car parking bays serving the dwellinghouses in addition to a garage for each dwellinghouse; a total of 11 private vehicle parking spaces across the site. The site plan would also include communal and private amenity spaces, a refuse store to the front, a cycle store between the two blocks, soft and hard landscaping.
- 3.2 Amended plans were received following comprising the following:
 - Increasing the landscape area to the front of the site and removal of one car parking space;
 - Pushing the front block 1 metre away from the kerb to accommodate additional parking space;
 - Additional parking bay for service vehicles;
 - Submitting a draft Construction Logistics Plan;
 - Increasing the size of the refuse store;
 - Increasing the depth of the lightwell to the rear of the dwellinghouses;
 - Clarifying the visibility splays of the proposed vehicular entrances.



Fig. 1: Front block



Fig. 2: Rear Block

Site and Surroundings

- 3.3 The site sits to the west side of Welcomes Road and comprises a five-bedroom detached dwellinghouse with two vehicular accesses. The rear garden has a steady land level ascension towards the rear with an overall difference of 6 metres; the site also ascends along the streetscene from north to south.
- 3.4 The site has thick vegetation towards the rear but does not have any TPO's. The front of the site sits within areas of high and medium risk of surface water flooding and within an area where there is a potential for groundwater flooding to occur at surface. The Site falls within PTAL 1b, extremely poor, and outside any controlled parking zones. Welcomes Road is private but with public rights of way.



Fig. 3: Aerial view of the site

Planning History

3.5 The site has the following planning history.

- 98/01728/P - Erection of single storey front/side extension and conservatory construction of pitched roof over existing side extension and canopy over front door. – Granted 26/08/1998
- 90/02262/P- Erection of 4 three bedroom and 7 four bedroom detached houses with double garages; formation of access road - Refused 14/12/1990.

3.6 Members should be aware of other developments in proximity to the site, the area of Welcomes Road between Zigzag Road and St Winifreds:

- 57 Welcomes Road: 17/02467/OUT- Demolition of existing dwelling and erection of two storey building with accommodation in roofspace comprising 7 two bedroom units with associated access, 7 car parking spaces, cycle storage and refuse store – Granted 18/08/2017
- 56 Welcomes Road: 19/00412/FUL - Demolition of existing bungalow and erection of a three storey building (including accommodation in the roof) to provide 9 units including associated landscaping, parking, access and cycle/refuse stores. - Granted 23/01/2020
- 42 Welcomes Road: 19/00548/FUL - The erection of a three storey building with accommodation in the roof space (comprising 6 x two bedroom and 1 x three bedroom apartment) and 2 x four bedroom, semi-detached houses, with associated access, amenity space, landscaping, alterations to land levels and off street parking. - Granted 13/05/2019
- 37 Welcomes Road: 19/05954/FUL - Demolition of existing dwelling, erection of a two/three storey building to provide 9 residential units, with associated landscaped areas including parking, cycle and refuse storage - Under Consideration.
- 36 Welcomes Road: 19/00909/FUL - Conversion to form 8 flats (2 x 3 bedroom. 4 x 2 bedroom, 2 x 1 bedroom). Alterations and formation of basement accommodation to include front and side light wells, creation of

a lower ground floor entrance, erection of 2 storey side and rear extensions, installation of roof lights and side dormer extensions and provision of associated landscaping, refuse and cycle parking. - Granted 22/05/2019.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The living standards of future occupiers would be satisfactory (in terms of overall residential quality) complying with the Nationally Described Space Standard (NDSS).
- The development would not have significant impact on the living conditions of adjacent occupiers.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- Trees and sustainability aspects have been properly assessed and the development's impact would be controlled through planning obligations and planning 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 17 letters of notification to neighbouring properties in the vicinity of the application site across two consultation exercises following the receipt of amended information. The number of representations received from neighbours, a Residents' Association, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 18 Objecting: 17 Supporting: 0

Comment: 1

- 6.2 **Table 1**, below, stated the issues raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Summary of objections	Response
<i>Principle of development Full assessment within paragraphs 8.2 to 8.11</i>	
Nine units scheme instead of 10 to avoid providing affordable homes	Same objector raised a concern that the proposal was an overdevelopment. Nonetheless, Officers are satisfied that the proposal would optimise the use of the site and would not be suitable for 10 or more-units type of development.
Over intensification – Too dense.	The density of the proposal would not yield an overly intensified scheme.

The proposal is contrary to all published policies.	Officers are satisfied that the proposal would accord with the local and national policies.
The application must be viewed with considerations to approved planning permissions and other live applications in the area.	Noted.
Development is not fit for a quiet suburban area	The proposal followed the principles of suburban intensification adopted by the Council.
Development on Welcomes Road should be halted until impact of approved developments is assessed.	The planning system cannot stop the receipt of applications and the assessment is minded with the submitted information and the cumulative impact of development in the area.
Intensification developments would change the feel and character of the quiet Welcomes Road.	Proposed developments aim to maintain the architecture character of the area.
Over supply of flats.	Policy SP2.2 commits to the delivery of 10.060 homes across the borough's windfall sites
Approving this application is the easy route for planners and councillors	The NPPF has a presumption of sustainable development which means that development are considered acceptable unless proven harmful or contradictory to policies.
Refused permission in 1990 made it clear site is not suitable for a large development.	National and local Policies have changed over the last 30 years.
Development is financial gain for the owners and developer and stand against the socialist ideals of the committee.	Socialist ideals are not a planning consideration.
A conflict of interest that the council has anything to do with planning on a private road	Unfounded opinion, most of planning applications, such as householder need approval from the Local Planning Authority despite of private ownership.
Site is outside Kenley Intensification Area.	Developments are allowed outside intensification area.
Inquiring on evidence that flats are needed	T. Policy SP2.1 of the Croydon Local Plan (2018) requires the provision of a choice of housing which is captured by the proposal for flats and dwellinghouses.
<i>Design Full assessment within Section 8B of this report.</i>	
Out of character in terms of height, scale and mass.	Officers are satisfied that the proposal would fit within the existing and occurring pattern of development in the area.

Overdevelopment of the site.	The actual built area of the proposal would be built less than 50% of its total area and would not be considered an overdevelopment.
The front building line is very intrusive on the road	The development would maintain a large area to the front for parking and landscape and would sit behind a high hedge.
Out of keeping with neighbouring bungalows.	Officers are satisfied that the proposal would fit with neighbouring bungalows.
Proposal is to completely demolish a lovely Victorian house, which is in itself sacrilege.	The existing bungalow does not have special architecture merit and unlikely built in the Victorian times nor style.
<i>Neighbour Amenity Full assessment within Section 8D of this report.</i>	
Overlooking onto neighbouring properties	The proposed balconies would have side panel to restrict their views onto adjoining properties.
No sufficient outdoor spaces for future occupiers	Proposal would have sufficient private and communal amenity areas for future occupiers.
<i>Traffic & Parking Full assessment within Section 8E of this report.</i>	
The site is too small to support sufficient parking for all units	The proposal would include 11 parking spaces for the proposed nine units plus a dedicated parking area for service vehicles.
Overflow of parking might result in overspill onto Welcomes Road and Zigzag Road.	These roads are private, narrow and would not allow for safe on-street parking and do not have appropriate bay areas for this matter.
Impact on highway safety	The vehicular access would have appropriate vehicular and pedestrian sit lines, most egress manoeuvring would be in forward gear.
Unrealistic that future occupiers would have one vehicle/unit	The proposed provision would be acceptable in accordance with London and Local policies. Also, it is unrealistic to assume future occupiers to buy more than one vehicle where there is no place provided for parking.
Welcomes Road is a very narrow privately maintained road with no footpath and no availability for on street parking.	Proposal does not seek on-street parking. Additionally, this section of Welcomes Road has a pedestrian verge along the west side of the road which would be maintained with the proposal.
The roads and verges are already being damaged by HGV traffic because the roads are too narrow to sustain such traffic	The application would include a condition for highways condition as part of the Construction Logistics Plan to ensure it would be returned to its conditions prior to development.
Impact of HGV during construction particularly as there is a cumulative impact of different developments in the area.	The decision notice would include a condition for Construction Logistics Plan to ensure minimum disruption to normal traffic movement. This CLP should take in account movements across other developments on the road.

<i>Other matters</i>	
Loss of trees and green areas	The marginal removal of trees would be compensated with suitable replacement on site.
Additional strain on local services and utilities.	The application would be liable for CIL payment which would contribute to delivering infrastructure to support the development of the area.
Thames Water cope with the sewerage from all these development	Communication with Thames Water follows approval of a planning permission.
Increase in traffic movement between private, service and emergency vehicles would be damaging to the environment.	Noted. The decision notice would be requesting details of electric charging points for the car park, it would also request a service and delivery plan to avoid impact of service vehicles onto the road at normal rush hours.
Welcomes Road is maintained by residents and not by the Council, it is not the Council's decision to add residents on its periphery.	Ownership of the road is not a planning consideration. Nonetheless, there is an assumption that new residents would be contributing to the road maintenance.
Impact on flooding by reasons of building on existing garden.	The application included a sustainable drainage strategy which was found acceptable by the Local Lead Flood Authority.

6.3 Welcomes and Uplands Road Association raised the following objection:

- A moratorium to be placed on new developments on the road until the impact of the approved developments is properly assessed;
- Developments between Nos. 32 and 60 would replace six dwellinhouses with 51 dwelling and is unsustainable;
- Future occupiers would have more than one vehicle/dwelling;
- The public footpath on Welcomes Road is already unsafe for pedestrians and cyclists and cannot used for parking;
- The roads and verges are damaged by construction HGV;
- WURA's objections to previous applications in the area still stand.

6.4 Kenley & District Residents' Association raised the following objection:

- The development would be contrary to examiner report of the draft London Plan where it reduced the overall housing targets, particularly on windfall sites.
- There is no "principle in favour of intensification" for Kenley
- Cumulative impacts must be considered
- The proposal fails to protect the special character of Kenley
- Insufficient parking provision

6.5 Two comments in support of the proposal for the following reasons:

- It would provide a range of housing types in keeping with the character of the area making it affordable to young people to live in suburban areas;
- Croydon Council has identified the need for 44,149 new homes to be built between 2016 and 2036;
- The existing house has large underused areas;
- Good quality proposed housing;
- Design follows arts and crafts character of the area;
- Proposed housing would be in proximity of local facilities and transport links;
- Providing opportunities for young family and senior adults to move into desirable areas such as Kenley;
- The development would be in accordance to local policies.

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 2016, 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
- 7.6 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
- DM40 – Kenley and Old 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.

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:

- A. The Principle of the Development
- B. The Design of the Proposal and its Impact on the Character of the Area
- C. The Quality of the Proposed Residential Accommodation
- D. Impact on Neighbouring Amenity
- E. Impact on Highways, Parking and Refuse Provision
- F. Impacts on Trees and Ecology
- G. Sustainability and Flooding
- H. Other matters

The Principle of Development

- 8.2 Proposed Land Use: Paragraph 11 of the NPPF 2018 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 68 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites.
- 8.3 The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites.
- 8.4 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.8 above.
- 8.5 KENDRA objection argued that the examination to the London Plan disputed the number of housing needs particularly at windfall sites. The figures issued in the 'intend to publish London Plan' (which supersedes the examination stage) would still have a target for Croydon of 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.
- 8.6 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of flatted block with a maximum of three-storey height; it would maintain the overall residential character of the area and would be acceptable in principle.
- 8.7 Unit Mix: Policy SP2.7 of the CLP (2018) sets a strategic target for 30% of new homes to be three or bedroom homes. The proposal would have 100% of the overall mix of accommodation as family sized units including six dwellings as two-bedroom/four-person and three dwellings at three-bedroom or bigger. This would exceed the strategic target and would ensure a choice of homes of different sizes is available in the borough.
- 8.8 Loss of Existing Land Use: Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130 sq. The proposal would provide two four-bedroom dwellinghouses and a three-bedroom dwelling following the demolition of one bungalow family home with an existing area of 185 sq. accordingly, it would not result in a net loss of three-bedroom homes smaller than 130 sq. and the proposal would be acceptable.
- 8.9 Density: The site is in a suburban setting with a PTAL rating of 1b; the London Plan indicates that a suitable density level range for such a setting would be 50-75 units per hectare (u/ha) and 150-200 habitable rooms per hectare (hr/ha). The site is approximately 0.21 ha and the proposal would have a density of 42u/ha

and 196 hr/ha. Both would not exceed the maximum density and would be acceptable.

8.10 **Affordable Housing:** The proposal would fall below the threshold of major applications where development should provide an element of onsite affordable housing or relevant financial contribution.

8.11 In summary, the proposed residential use and its density would be acceptable in principle. The proposal would accord with the National and Local requirements and would optimise the delivery of additional housing in the borough.

Impact of the Development on the Character and Appearance of the Area

8.12 Policy DM.10 of the CLP (2018) states that proposals should be of high quality, respect the development pattern, layout and siting, scale, height, massing and density. This policy adds that developments should respect the appearance, existing materials and built and natural features of the surrounding area.

8.13 **Site Layout:** The site layout would comprise two building blocks, the front of the site would comprise two vehicular entrances and a car parking area, the north vehicular access would extend to serve the garages to the rear dwellinghouses and the middle area would comprise a communal amenity for the flatted block.



Fig. 4: Proposed Site Plan

8.14 Welcomes Road is partially defined by its sylvan appearance. The proposal would incorporate hardstanding to ensure all servicing, car parking and vehicular manoeuvring would be done away from Welcomes Road. However, the amount of soft landscaping at the front of the site has been increased through amended plans to ensure that this would not have a significant impact on the character of the area. The decision notice would include a landscaping condition to ensure the quality of the proposed planting and a paving material to the vehicular access other than tarmac to “soften” its appearance.

8.15 In addition to the above, the proposal would provide a logical and legible site layout which would ensure clear distinction between private and communal areas without excessive use of internal fencing,

- 8.16 Welcomes Road show a strong front building line, nonetheless some properties do deviate by stepping, wholly or partially, forward or backward of this line. The proposal would not fully follow the front building line due to the alignment of the buildings along Welcomes Road which respected the skewed rear boundary in order to achieve a better layout and a bigger central area between the buildings. This would be considered acceptable; the off alignment to the road is found along the street and the proposal would maintain a big front garden. Part of the landscaping condition would dictate increased planting to the front to integrate with the verdant character of the area.
- 8.17 Massing: the proposal would be a contemporary representation of the Arts and Crafts character of the area. The front elevation to the block of flats would be asymmetrical reducing its overall bulk and integrating with adjoining properties on either side. This would be acceptable and in line with the guidelines set in the Suburban Design Guide (2019) in figure 2.10d, particularly the relationship of the building with No.58. Officers note that the rear building would have a similar overall height to the front block due to the rise in land levels to the rear. However, a subservient relationship between the two blocks would appear in the smaller footprint and frontage width and treatment.



Fig. 5: Proposed Streetscene

- 8.18 Architectural Expression: The proposed design and materials palette, comprising of red brick, off-white render, slate tile roof and timber frame with small areas of zinc cladding would integrate with contextual materials along Welcomes Road. The proposed balconies would deviate from the typically recessed, integral balconies preferred by the Council. However, they would be acceptable, infilling the corners and siting on the rear elevation. The decision notice would include a condition for the exact materials specification to ensure they would be durable, high quality and sustainable; it would also include detailed design for the balconies including screening treatment and deep reveal for fenestrations across the facades.



Fig. 6: The Rear Elevation for front block to the left and Rear Block to the right.

- 8.19 In summary, the proposed would optimise the site, integrate with the streetscene and the character of the area. The layout would be legible and would optimise

the site's potential, the massing of the proposal and its bulk would fit with the context and the proposal would provide a contemporary approach to the Arts and Crafts architecture style in the area. The use of conditions for landscape, materials and architectural details would ensure the quality of the implemented scheme. Accordingly, the proposal would be acceptable and in accordance with DM10 of the Croydon Local Plan (2018) and the Suburban Design Guide (2019).

The Quality of the Proposed Residential Accommodation

- 8.20 Internal Areas: Policy SP2.8 of the CLP (2018) states that the Council would require new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance (SPG) and National Technical Standards (2015) or equivalent.
- 8.21 All proposed two-, three- and four-bedroom dwellings would exceed the standards set in the National Technical Standards (2015). The proposed layout for the flatted block would ensure most units have double aspect to the front and rear of the building; the provision of two single-aspect units would be acceptable, particularly due to their west orientation. Accordingly, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.22 Accessibility: The proposed flatted block would have three-storeys internally and would have a lift. The ground-floor units would have step-free access from the car park and street levels and the communal amenity area would be on the same level as the access route. The houses to the rear would have step free access including to private communal spaces. The decision notice would include a condition to ensure the proposed units would be 10% M4(3) and 90% M4(2) building regulations.
- 8.23 Amenity and Playspace Areas: Policy DM10.4 of the CLP (2018) states that all new residential development will need to provide private amenity space, this space should be functional with minimum depth of 1.5 metres and a minimum area of 5 sqm per 1-2 person unit and an extra 1 sqm per extra occupant thereafter. This policy echoes Standard 26 of the London Housing SPG for private open space.
- 8.24 All two bedrooms units would have private balconies with minimum area of 7.5sqm and the three-bedroom units would have a private balcony with an area of 24.5sqm. This would exceed policy requirement and would be acceptable. Furthermore, the proposed units would have access to communal amenity with an approximate surface area of 183sqm.
- 8.25 The proposal would yield a requirement of 11.5sqm of children playspace for the flatted block according to table 6.2 of the Croydon Local Plan (2018). An area has been designated for playspace which officers propose should comprise playful landscape elements which could be used by both adults and children, rather than one or two pieces of typical play equipment.
- 8.26 The proposed dwellinghouses would have generous private rear garden area for their amenity and playspaces which would be acceptable.
- 8.27 In summary, the proposal would provide adequate, sustainable accommodation for future occupiers in terms of quality of internal accommodation, habitable

rooms' adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

The Impact on Neighbouring Amenity

- 8.28 Policy DM10.6 of the CLP (2018) states that the Council will ensure proposals would protect the amenity of occupiers of adjoining buildings and that proposals 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.
- 8.29 No.58 Welcomes Road: This property falls on the shared north boundary of the site and its rear building line would surpass that for the proposed flatted block and the closest element to the shared boundary is a single storey garage hidden behind the hedge. The proposed flatted block would not impact the 45° lines in plan and elevation for the front and rear windows of this property; additionally, the rear block would sit at an approximate distance of 25 metres of the 45° line to the rear windows at No. 58. Accordingly, the proposal would not have significant overbearing or impact on this neighbouring property.



Fig. 7 : Relationship of Proposed Building with Neighbouring Property No. 58 Welcomes Road.

- 8.30 The siting of the two properties and the separation distance would eradicate concerns with impact on sunlight and daylight. The proposed flatted block would not have any side windows; the decision notice would include a conditions to ensure appropriate screening to the rear balconies, these screens would restrict any views down the garden of the proposed development to prevent overlooking onto the rear private amenity of the adjoining properties. Accordingly, the proposal would not result in loss of light and privacy to No.58 Welcomes Road.
- 8.31 No.62 Welcomes Road: This property sits along the south boundary of the site and its rear building line would surpass that for the proposed flatted block. The angle of No.62 is away from the rear block so it does not encroach. Officers note that the 45° line for the nearest front windows would be encroached. However, historical planning records, reference 05/01361/P, show that this window serves a room that has front and rear fenestration. Accordingly, this encroachment would be acceptable, particularly as it would only occur in plan and not in elevation.

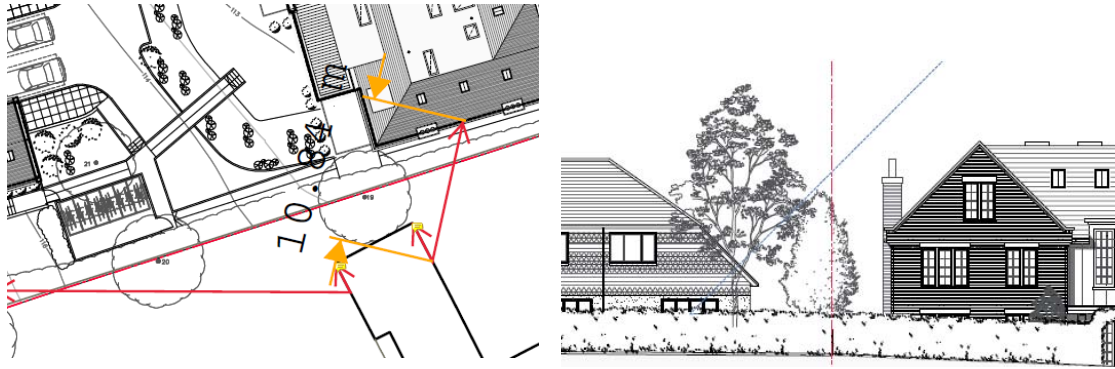


Fig. 8 : Relationship of Proposed Building with Neighbouring Property No. 60 Welcomes Road.

- 8.32 Adjoining properties to the west on Abbots Lane sit at an approximate distance of 70 metres to the shared boundary and at a higher topography level. Accordingly, the proposal would not have an impact on their amenity.
- 8.33 Considering the above, the proposal took careful consideration to avoid significant impact onto the amenity of adjoining neighbouring properties; as such, the proposal would be acceptable and in accordance with Policy DM10.6 of the Croydon Local Plan (2018).

Impact on Highways, Parking and Refuse Provision

- 8.34 Impact on Highways: The area and particularly Welcomes Road had seen a number of approved and under considerations applications. This rise in development across the road would naturally raise concerns with the impact on the road from construction vehicles and added vehicle movement resulting from future occupiers.
- 8.35 The application included a draft construction logistics plan to ensure lack of conflict of construction service vehicles across different development in the area. The decision notice would include a pre-commencement condition for a detailed Demolition/Construction Logistic Plan (including a Construction Management Plan) to ensure minimum disruption to traffic movements in the area as a result of the construction process.
- 8.36 Officers requested additional information during the course of the application including the cumulative impact of developments on Welcomes Road and on Kenley Lane and the junction of Hayes Lanes and Godstone Road in peak times. This showed an increase from 0.83 vehicles / minute to 1.12 vehicles / minute, in the morning peak and from 0.73 vehicles / minute to 1.05 vehicles / minute in the evening peak. The levels of traffic generation are consider to be easily accommodated by the junctions and to not have a significant impact on the network.
- 8.37 The Kenley Transport Study concluded that an increase in housing will exacerbate the existing issues on the Kenley road network due to the increase of pedestrian-vehicle interactions brought about by additional traffic and pedestrians using it. The study recommends a number of proposed measures and interventions to resolve the problems in Kenley and recommends the pooling of Section 106 contributions to fund these improvements in order to mitigate the exacerbation of existing issues caused by new development. Therefore a

contribution is recommended of £13,500 to fund improvements under Section 106 Agreement.

- 8.38 Vehicle Parking: The site falls within PTAL 1b, it has two existing crossovers and sits behind a landscaped verge. Welcomes Road is a private narrow road with no opportunity for on-street parking and with public rights of way.
- 8.39 The proposal would include 7 parking spaces to the front and the side of the front building; in addition to two garages, a parking bay to the front of each garage and a dedicated area for service vehicles parking to the side of the front building. This would result in a total of 11 parking spaces for the proposed nine units which would make the development sufficient in terms of onsite parking for residents and visitors.
- 8.40 Accordingly, the proposed parking provision would be acceptable and not significantly impacting the parking in the area in accordance with DM30. The decision notice would include a condition to confirm that proposed parking and electric vehicle charging points (EVCP) would be laid as agreed and in accordance to policy prior to occupation.
- 8.41 Conditions can secure adequate details of visibility splays and detailed design of parking.
- 8.42 Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the proposal would require 18 cycle parking space. The proposal would have a cycle store showing capacity of 14 bicycles located to the rear of with a direct ramped access from the front. This store would serve the occupiers of the flatted block and would be acceptable. The cycle storage for the two dwellinghouses to the rear would be separate and private where each has its dedicated garage. The decision notice would include a condition requesting details of the proposed cycle parking layout and manufacturer for the stands prior to occupation.
- 8.43 Waste Management: Policy DM13 of the CLP (2018) aims to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.
- 8.44 The proposal would provide 3 x 240L bins for general waste, 3 x 240L bins for recycling and 1 x 140L for food waste in a store located at the front of the site. This store would sit within 20 metres from the road and within 30 metres from the proposed flats and nearest dwellinghouse. Officers note that the furthest dwelling would sit at a distance of 36 metres, shifting the bins would allow for this distance to match the 30-metres resident refuse-carry distance. The decision notice would include condition requiring details for the bin store and strategy for refuse collection where this distance can be rectified.
- 8.45 In summary, the proposal's parking provision, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on adjoining highway and its operation in terms of safety, significant increment to existing on-street parking as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

Impact on Trees and Ecology

- 8.46 Trees: Policy DM10.8 of the CLP (2018) states that: 'In exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi-mature trees of a commensurate species, scale and form.' Policy DM28 of the CLP (2019) states that the Council will seek to protect and enhance the borough's trees and hedgerows, adding that a condition require replacement of removed trees will be imposed and those replacement trees should meet the requirement of DM10.8.
- 8.47 The application included a BS5837 compliant Arboricultural Assessment Report which considered the effect of the proposed development on the local character, from a tree point of view. This report included a method statement to outline the way in which the retained trees inside and outside the site within a proximity to the boundary, would be protected and managed during the demolition and construction processes. The decision notice would include a condition to ensure the development following the methodology of this report.
- 8.48 The report confirmed that the proposal would result in the removal of six category-C trees and two shrubs where they sit within the development area and appear to be in poor condition. The proposal would include four trees and nine substantial shrubs in replacement to those removed across the development; as well as a continuous hedge to the northern boundary and vegetation screening to the communal garden area. The decision notice would include a landscaping condition requesting details of proposed trees to ensure they would be of similar size and impact to those removed, and to ensure the front of the development would follow the verdant character of the existing and adjoining properties where more trees could be planted in pits around the car park.
- 8.49 Ecology: the application included an Ecological Walkover Survey which related to the likely impacts of development on designated sites, Protected and Priority species / habitats. The Council's consultants reviewed the document and confirmed that it has sufficient ecological information available for determination of this application while demonstrate the LPA's compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006. The decision notice would include a number of pre-commencement and pre-occupation conditions to ensure the proposal would have minimum impact on any existing habitat and would enhance biodiversity across the site.

Sustainability and Flooding

- 8.50 Sustainability and Energy Efficiency: Policy SP6.2 of the CLP (2018) states that the Council will ensure that development make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy to assist in meeting local, London Plan and national CO2 reduction targets. Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved.
- 8.51 Policy SP6.3 of the CLP (2018) requires all new-build residential development to meet water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. The decision notice would include a condition to ensure the development would adhere to the standards of this policy.

- 8.52 Flooding: Policy DM25 of the CLP (2018) states that sustainable drainage systems (SuDS) are required in all developments. This would ensure that sustainable management of surface water would not increase the peak of surface water run-off when compared to the baseline scenario.
- 8.53 The site falls outside areas with risk of flooding and not directly within a surface water flooding zone as per the information provided on the Environmental Agency Flood Map. Nonetheless, it is located near to an existing area with significant flooding issues that LBC are seeking to address on Kenley Lane.
- 8.54 The Local Lead Flood Authority reviewed the Flood Risk Assessment and agreed with the additional submitted information subject to conditions which would be added to the decision notice.

Other Matters

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

9.0 CONCLUSIONS

- 9.1 The provision of nine residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 9.2 The proposed site layout and design has had sufficient regard to the scale and massing, pattern and form of development in the area and would result in an appropriate scale of built form on this site.
- 9.3 The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The development has been designed to ensure that the amenity of existing local residents would not be compromised.
- 9.4 In addition, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 9.5 All material considerations have been taken into account, including responses to the consultation. The conditions recommended would ensure that any impacts of the scheme are mitigated against and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. 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.