

PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/02074/FUL
 Location: Sycamores, Kenley Lane, Kenley, CR8 5DF
 Ward: Kenley
 Description: Demolition of existing single dwelling and construction of a building comprising 9 flats, associated vehicle and cycle parking, refuse storage and hard and soft landscaping.
 Drawing Nos: DR-A-01001 Rev P02, DR-A-01011 Rev P02, DR-A-01012 Rev P01, DR-A-01101 Rev P06, DR-A-01102 Rev P03, DR-A-01401 Rev P06, DR-A-02101 Rev P09, DR-A-02102 Rev P07, DR-A-02103 Rev P07, DR-A-02104 Rev P06, DR-A-02105 Rev P03, DR-A-04001 Rev P01, DR-A-04101 Rev P05, DR-A-04102 Rev P06 and Design and Access rev P06
 Applicant: Trinity Square Developments
 Agent: Trinity Square Developments
 Case Officer: Karim Badawi

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

All units would be allocated for private sales.

Number of car parking spaces	Number of cycle parking spaces
4	21

1.1 This application is being reported to Planning Committee as objections above the threshold in the Committee Consideration Criteria have been received and it has been referred by Kenley and District Residents' Association.

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 £13,500 for sustainable transport improvements and enhancements.
- b) Restriction on future parking permits

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 drawings for:
5. Details of soft and hard landscaping including area fronting the site
6. Full details of cycle storage to be submitted for approval;
7. Final Demolition and Construction Method Statement / Construction Logistics Plan to be submitted;
8. Further information regarding SuDs (infiltration testing and EA acceptance confirmation)

Compliance Conditions

9. Parking and visibility splays to be laid out as proposed;
10. Refuse/cycle parking provided as specified;
11. Accessible homes;
12. Accordance with the submitted Noise Assessment report;
13. Accordance with Arboriculture Method Statement;
14. Energy and Water efficiency;
15. 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. Network Rail informative
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 a four-storey building including an undercroft for vehicle parking. The proposed building would have an overall width of 25 metres and a maximum depth of 13.5 metres, occupying most of the east side of the site. The site plan would maintain the existing vehicular access and would have a communal amenity to the west of the site.



Fig. 1: Proposal from Kenley Lane



Fig. 2: Site Plan

3.2 Amended plans were received (and local residents notified of them) comprising the following:

- Amendments to parking arrangements including additional details and a parking survey
- Refuse and bike area increased as required
- the landscape area to the front of the site improved, boundary treatment to street amended and removal of one car parking space;
- Elevations amended to remove Crittall style bars from windows
- Balcony balustrade design amended to replace glass balustrade with a combination of hit-and-miss brick and metal upright railing
- The provision of a lift (NOTE: This was not the subject of re-notification)

Site and Surroundings

- 3.3 The site is an irregular shaped plot bordered with the railway line to the north, the railway station building to the northwest, a substation to the south and property No. 2 to the southeast.
- 3.4 The area has a varied character comprising from three-storey flatted blocks and traditional two-storey detached dwellinghouses of mixed residential design and sizes. The character of the area show deep front drives, except for the application site.
- 3.5 The area has a Public Transport Accessibility Level (PTAL) of 2 which is considered to have poor access to public transport and the road serves a series of smaller offshoot roads and lanes. The site is an Archaeological Priority Area and an area of urban intensification which falls within Croydon Panorama zone. The site lies within an area at medium/high risk of surface water flooding, and falls within Kenley Area of Focused Intensification as per the Croydon Local Plan 2018 and Suburban Design Guide SPD (2019).



Fig. 3: Aerial view of the site

Planning History

- 3.6 The site has no developed planning history, the submission of this application followed a pre-application reference 19/05065/PRE for a similar proposal with a different design.

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 and local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 95 Objecting: 93 Supporting: 2

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>	
Over development of the plot	The site is within an area of focused intensification.
Over supply of flats.	Policy SP2.2 commits to the delivery of 10.060 homes across the borough's windfall sites
Loss of family dwelling.	The existing dwelling is not protected by policy standards.
Density exceed London Plan Matrix	Agreed, assessment to density is explained in the following sections of the report.
<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.
Lack of four-storey buildings in the area.	The site is within a focused intensification area and policies require buildings to be four storeys.
Proposed building would be highly visible.	That is not a reason to refuse anything.
Impact on heritage assets	Officers are satisfied that the proposal would not have an adverse impact on heritage assets in the area.

Proposal would not allow for sufficient outdoor space for future occupiers.	The proposal would include a private outdoor amenity space per unit as well as a communal amenity area.
Proposed balconies intrude onto the street (public space)	Hilarious suggestion. Street is a public place without an amenity that requires protection.
<i>Neighbour Amenity Full assessment within Section 8D of this report.</i>	
Overlooking onto neighbouring properties	This is untrue, none of the fenestration would be have a view onto the neighbouring property. Any other near neighbouring property would be across the railway or the road with sufficient distance to avoid impact on privacy.
Loss of light to adjoining property	The site's location and orientation would result in lack of impact to direct sunlight received by the adjoining property to the east.
Front balconies intrude onto opposite facing properties.	The only two properties facing the building would be approximately 22 metres and 36 metres away from the building's edge.
<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 proposed parking provision would be acceptable as per the assessment in this report.
Impact on highway safety	The vehicular access would have appropriate vehicular and pedestrian sight lines, most egress manoeuvring would be in forward gear.
Impact on traffic	The proposal would not have significant impact on its own merits to traffic in the area, particularly as it would be close to the main entrance to Kenley on Godstone Road.
Parking not available on Redwood Close as stated in TS	Disregarding spaces on SYL, which includes Redwood Close, the parking stress survey still found available spaces for parking around the site.
<i>Other matters</i>	
Impact of construction onto the station.	Construction Logistics Plan would be requested via condition and would ensure minimum disruption to station entrance.
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.
Querying why the council approves so many developments in a small area and whether the	The site is within Kenly focused intensification area. The Council's financial gain from CIL and S106 are all spent on local services and mitigation to any impact resulting from the development.

council would have financial benefits.	
Impact on flooding.	The application included a sustainable drainage strategy which was found acceptable by the Local Lead Flood Authority.
Objection to the WSP report for the Kenley Transport Study (KTS)	Not part of the assessment of this application.

6.3 Kenley & District Residents' Association raised the following objections:

Objection points	Officers response
Stating available parking spaces on Redwood Close	The amended Transport Assessment rectified this statement and removed Redwood Close from the surveys.
The TS fails to mention the impact on commuter parking in or the parking stress survey, which is clearly going to impact the availability of on-street parking to future residents.	The parking stress survey for residential developments is done overnight when most people are at home and gives the parking stress for residents' parking. Residents' vehicles parked overnight would stay parked in unrestricted bays would prevent commuters from parking in the bays. Commuter parking can be dealt with by removing access to parking via a CPZ and is not is not something that the Council would encourage or look to maintain in the long term and therefore if there is less parking available it would discourage commuters from using the street for parking.
Credibility of the ML Traffic Engineering Company	Credibility of the company is not relevant, the information submitted with any application is checked and approved by the Council's officers. Similarly objection letters received from any party is checked regardless of their credibility.
Issues raised the WSP report of the Kenley Transport Study	These issues should be discussed outside the scope of this application.
The majority of the house building that can be attributed to the "focused intensification" status of the area around Kenley Station has not yet commenced. It is clear that with the added number of residential units that are intended, the council will need to implement parking control measures, to improve road	Every application is required to assess the cumulative impact of approved applications in their vicinity for parking and local connection roads as part of their assessment. The proposed parking control measure, improvement of road safety and discourage car usage are all part of the KTS; the financial contributions from the development would be used for these sustainable transport measures.

safety and discourage car ownership/use.	
If the Council is minded to grant this application, then the future occupiers should be refused access to the residents' parking permits that will inevitably be required in the area around Kenley Station in the future.	Addressed in para 8.42 onwards (included in the recommendation)

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

- This will be better use of the land than the current dwelling and more practical;
- This project would be far more suitable for this location than the present dwelling looking forward to it getting approval.

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 Secretary of State has commented on the submitted version and the Plan appears to be proceeding to adoption. 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 The site falls within Kenley Area of Focussed Intensification as defined in the Local Plan 2018. The Suburban Design Guide SPD (2019) states that developments in the area should seek to provide additional housing and support an associated increase in population through a variety of dwelling types, maintaining the leafy character of the area.
- 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 44% of the overall mix of accommodation as family sized units including one dwelling as two-bedroom/four-person and three dwellings at three-bedroom. 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 submitted DAS clarified the floor plans for the existing dwelling as a four-bedroom dwellinghouse proposal would provide two four-bedroom dwelling houses with an approximately 150sqm. Accordingly, its loss would be in accordance with policy.
- 8.9 Density: The site is in a suburban setting with a PTAL rating of 2; 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 0.052 ha and the proposal would have a density of 171u/ha

and 437 hr/ha. Both would exceed the maximum density. Officers note the increased density, however the site falls within an area of focused intensification. Furthermore, the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and also provides sufficient flexibility to support higher density schemes (beyond the density range) where they are acceptable in all other regards such as design, quality of proposed accommodation and impact on neighbouring amenity and traffic.

- 8.10 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

- 8.11 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.
- 8.12 The development is located within the Focussed Intensification Zone according to table 6.3 of the Croydon Local Plan (2018). Policy DM10.11 of the Croydon Local Plan (2018) states that: *'In the locations described in Table 6.3 and shown on the Policies Map as areas of focussed intensification, new development may be significantly larger than existing and should;*
- a. Be up to double the predominant height of buildings in the area*
 - b. Take the form of character types "Medium-rise block with associated grounds", "Large buildings with spacing", or "Large buildings with Continuous frontage line"*
 - c. Assume a suburban character with spaces between buildings.'*
- 8.13 Impact on Heritage Assets: The site overlaps with the Croydon Panorama from Coombe Woods. Additionally, there are several locally listed buildings, one of which, the Station Master's House, is close to the site. Accordingly, the proposed massing would be particularly important in achieving a well-designed and integrated building with the local character and street scene in order to avoid harm to the setting of these buildings. The submitted documents provided a drawing which demonstrate that the proposal would not be visible in the Coombe Woods Panorama which would be acceptable, as per the Fig.4 below. Additionally, Officers assessed the impact on the Station Master's House and confirmed that the building would not likely to be visible and would be obscured by trees.

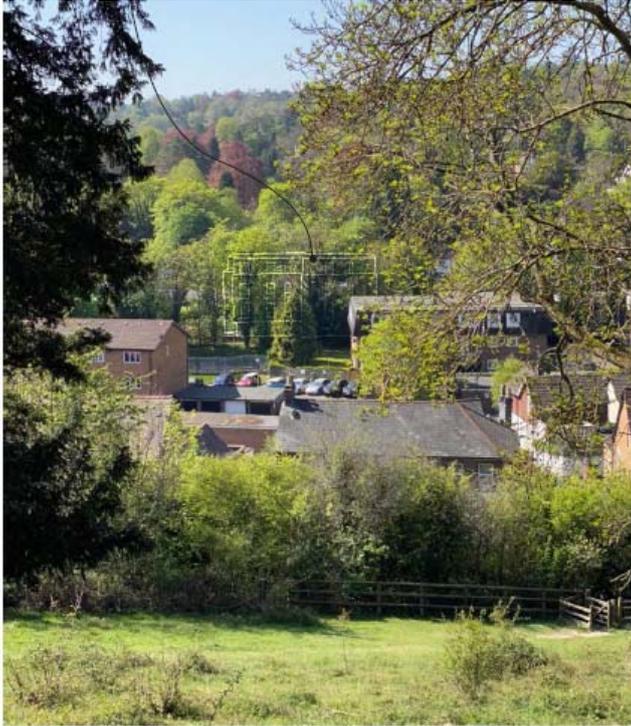


Fig. 4: View from Coombe Woods, the proposed building would be obscured by trees and seen in context with other buildings

8.14 **Massing:** The proposal massing of three-floors with a stepped-back fourth floor would be double the predominant two-storey height in the area. The proposal overall would take a “medium-rise block with associated ground” approach where it assumes suburban spacing between with existing buildings. All this would be acceptable and in accordance with DM10.11.

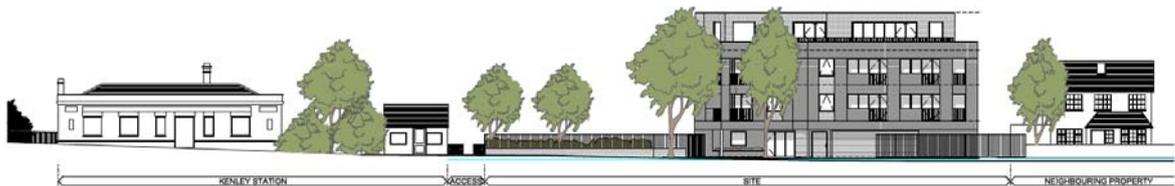


Fig. 5: Proposed Streetscene

8.15 **Site Layout:** The proposed building line would be acceptable considering lack of consistency in its character along the road. The site layout would have the parking under the proposed building which would maximise the opportunities for landscaping at ground level and would echo the green and open character of the area and the existing site. The siting of the proposed footprint would take careful consideration of providing appropriate separation distance to the boundaries and respecting the RPA of existing trees. The location of the vehicle access has been retained, as per the existing house. This provides a waiting area off the public highway which can be used while the garage doors are opening.



Fig. 6: Proposed Site Plan

- 8.16 The proposed building would incorporate cycle and refuse stores within the building. The location of the vehicular and pedestrian entrance would naturally provide safe pedestrian pathway for future occupiers. The design of the ground floor façade would clearly reflect the communal and private fenestration points.
- 8.17 The communal amenity space to the north-west of the site would be accessed by a secure gate from the main building core. This space would have an informal design with an irregular stone slab footpath providing access across the space, it would have a small seating area at the centre and a children playspace in the far corner. The front boundary treatment would have a dwarf brick wall topped with metal fence railing with planting backdrop to maintain both the characteristic openness of the area and the privacy for future occupiers. The boundary treatment would change along the side access to the east and the railway boundary to the north to be a 1.8-metres timber closed board fence while the boundaries with the adjoining property and substation would be retained as existing.
- 8.18 The landscape, albeit limited, successfully provide for a clearly segregated private and communal amenity areas, and child play space. The decision notice would include a condition for details on landscaping, proposed materials and planting to ensure a successful resolution of the site plan and ensure a welcoming approach to the building.
- 8.19 Architectural Expression: Policy DM10.11 of the Croydon Local Plan (2018) states that: *‘Developments in focussed intensification areas should contribute to an increase in density and a gradual change in character. They will be expected to enhance and sensitively respond to existing character by being of high quality and respectful of the existing place in which they would be placed.’*
- 8.20 The proposed building would have a contemporary aesthetic. The amendments to the elevation provided a residential appearance to the building which would

respond appropriately to the suburban location by removing the glass balustrades and the crittals (metal glazing) to windows. Additionally, the use of the red brick, tiered brick bond, hung tiles infills to windows surrounds would all reflect contextual materials.



Fig. 7: Proposed Front Elevation

- 8.21 In summary, the proposed would optimise a site within a Focussed Intensification Area while integrating with the streetscene and the character of the area. The site plan would reflect the character of the area, the massing of the proposal and its bulk would not have an adverse impact on the heritage assets, would fit with the context and the proposal would provide a contemporary approach to a residential block with the use of contextual materials. 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

- 8.22 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.
- 8.23 All proposed one-, two-, and three-bedroom flats would exceed the standards set in the National Technical Standards (2015). The proposed layout for the flatted block would ensure most units have double or triple aspect except for Units A3 and A6. The provision of two single-aspect units would be acceptable, particularly due to their south orientation and having all their habitable rooms would have direct access to a window or a balcony.
- 8.24 Officers note the proximity of the proposed building to the railway which would naturally raise concerns with potential noise pollution onto future occupiers. The application included a noise impact assessment which was agreed by the

Council's specialist officers and recommended that the recommendations within this report would be conditioned.

- 8.25 Accessibility: Guidance 3.48A of the London Housing SPG (2016) requires step free access, i.e. a lift where a dwelling is accessed above or below the entrance storey and require boroughs to seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Adding that for buildings of four-storeys or less, this requirement may be subject to development-specific viability assessments and consideration should be given to the implication of ongoing maintenance costs on the affordability of service charges for residents. Where such assessments demonstrate that the inclusion of a lift would make the scheme unviable or mean that service charges are not affordable for intended residents, the units above or below the ground floor that cannot provide step free access would only need to satisfy the requirements of M4(1) of the Building Regulations.
- 8.26 The applicant provided a statement explaining the financial implications of the lift provision on the development and the future occupiers. It also explained the site restricted size, the implications of providing the lift on the size of the development and the flats within. It concluded that the balancing exercise of achieving a policy compliant mix, acceptable sizes for the flats and the viability of the development would make the provision of a lift unfeasible. Additionally, a lift would place a significant financial implication on occupiers through an increased annual service charge. Additionally, the ground floor unit of the building would comply with M4(3) and M4(2) of the Building Regulations providing step free access from street level throughout the dwelling and onto the private amenity which would be acceptable.
- 8.27 Officers consider that the additional capital costs of a lift should not have a significant bearing in the consideration of a scheme; most policy requirements result in additional capital costs. The increased services charges from a lift are relevant and need to be taken into consideration. They do not however outweigh the policy requirement for a lift. Considering that this is a flat site, in a relatively accessible location with step free routes to public transport, officers consider that the "exceptional circumstances" identified in the draft London Plan to justify not providing a lift have not been met. The applicant therefore amended the proposals to incorporate a lift.
- 8.28 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.
- 8.29 All units would have balconies with sized exceeding their corresponding requirements which would be acceptable. Furthermore, the proposed units would have access to communal amenity with an approximate surface area of 116sqm.
- 8.30 The proposal would yield a requirement of approximately 18sqm 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 at the northwest corner for

this purpose. The decision notice would include a condition for details for play equipment.

- 8.31 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

- 8.32 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.
- 8.33 The site has only one adjoining residential property, no.2 Kenley Lane. The proposal would not have any windows or balconies along the shared boundary. Additionally the orientation and siting of the two plots would not result in significant impact on sunlight and daylight levels received by this neighbouring property.
- 8.34 The front building line would sit behind that of No.2, accordingly the proposal would not impact the 45° lines of its front windows. The 45° of the closest rear fenestration would not be encroached by the closest bulk of the proposed building in elevation and plan. Accordingly, the proposal would not be considered to have an adverse impact on the outlook of this neighbouring property.
- 8.35 Undue overbearing impact has been avoided through compliance with Suburban Design Guide SPD (2019) Section 2.11, as highlighted elsewhere in this document.



Fig. 8 : Relationship of Proposed Building with Neighbouring Property No. 2 Kenley Lane.

- 8.36 Considering the above, the proposal takes careful consideration to avoid significant impact onto the amenity of adjoining neighbouring property; 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

- 8.37 Impact on Highways: Kenley has seen a number of approved and under considerations applications. This rise in development in the area would naturally raise concerns with the impact on the road from construction vehicles and added vehicle movement resulting from future occupiers. The Council's Kenley Transport Study (KTS) 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.
- 8.38 The submitted TS reflected upon the KTS and projected number of additional dwellings in Kenley and the suggested improvements identified for Kenley Lane. It also explained that the site falls within an area of Kenley Lane where it is considered to be performing adequately in terms of pedestrian and vehicular connectivity and parking. The KTS identified improvements in proximity to the site include extending the current bicycle parking provision and traffic calming measures on Kenley Lane, both of which aim to promote alternative modes of transport to private vehicles. The application's TS concluded that the proposed development would provide 44% car parking, on-site storage for bicycles and due to its location, would have great pedestrian connectivity to Kenley Station and beyond. Furthermore, the site would will benefit from improvements implemented as part of the Kenley Intensification Zone project, and will not negatively be impacted or impact the proposed improvements.
- 8.39 The TS assessed the cumulative impact of the development on Kenley Lane and the junction of Hayes Lanes and Godstone Road. It provided three comparable sites of similar PTAL in London, and concluded that the average traffic generation from the development would be 88 trips on daily basis and that the projected travel modes would comprise 14.7% walk, 23.3% public transport trips, 1.7% bicycle trips and 60% are car trips per day. The minimal level of car traffic generation in the peak periods, will not adversely affect the operation of Welcomes Road or the surrounding road network – particularly on the implementation of the improvements identified for the Kenley Intensification Zone.
- 8.40 Considering all points above, and that the decision would include Section 106 Agreement including a contribution of £13,500 to fund sustainable transport improvements, the potential generated traffic would not be considered to have a significant adverse impact on highways in the area.
- 8.41 The application included a draft construction logistics plan to ensure lack of conflict of construction service vehicles across different development in the area which was reviewed by Highways. 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.
- 8.42 Vehicle Parking: The site falls within PTAL 2, while close to Kenley Station, there are only two buses nearby. There is a Single Yellow Line outside the site and

along the opposite side of the road which is operational Monday-Friday between 1-2pm to deter commuters from parking on the road. There are unrestricted parking bays on Kenley lane and Valley Road.

- 8.43 The site has an existing crossover which would be retained to service the undercroft parking area. This area would comprise four vehicle parking spaces and one of the cycle stores. During the course of the application, the applicant submitted amended ground floor plan to increase the manoeuvring area of the car park and a car park management strategy to justify the use of the gate area for manoeuvring of vehicles to come out of the car park in forward gear. The car park management strategy explained that the gate would be automatic, garage door would be of the conventional electric vertical sliding type, sliding upwards and across the ceiling with an auto closing mechanism with automatic blockage detection. The car park management strategy was agreed and would be conditioned, as well as a condition for visibility splays. This would ensure all parked vehicles would leave the site in forward gear safely.
- 8.44 Policy sets out parking maximum targets of up to one space per unit for smaller units and up to 1.5 spaces for larger units. The policy maximum amount of parking would be approximately 10 spaces, but it is not always desirable, on sustainability grounds to provide the maximum level of parking. The proposal would provide four parking spaces for nine units giving a 44% parking provision and potential overspill of five vehicles.
- 8.45 The application included a parking stress survey within their TS; the amended TS included a morning and overnight parking stress survey in accordance with the Lambeth Methodology. The surveys show there is in excess of 57 available on-street car parking spaces parking between 12am and 5am on a weekday within 200m, this is the most critical time of the day for residential parking. It also shows there is a minimum of 24 available on-street car parking spaces parking between 8am and 6:30pm when timed parking restrictions apply to a portion of the surveyed area. These figures are for both SYL and dedicated parking bays together.
- 8.46 The surveys show there is a minimum of 14 available on-street car parking spaces, out of total 28 bays, between 1pm and 2pm, the time of day when parking restrictions in the area's SYL reduce the availability of on-street parking to only those within parking bays. The worst case scenario of parking overspill from the development would be five vehicles. This level of overspill is considered most likely to occur at night, when residential vehicles are parking, when bay occupation is low. Even if it happened at the same time as peak bay occupation, the overspill five vehicles would result in there still being nine spaces out of 28 available resulting in a parking stress level of 68% which would be well below the Council's limit of 85% parking stress capacity. It is recommended that the s106 agreement prevents residents from applying for permits if a CPZ is implemented in this location.
- 8.47 The submitted TS considered developments are proposed or under construction within 400m of the subject site and concluded that there are two proposed residential developments, one on Church Road and one on Park Road. However, these developments have 1:1 parking or above, with no expected significant overspill, and therefore would not impact on the availability of on-street parking in the vicinity of the subject site.

- 8.48 Considering the results of the parking stress survey, which was carried out to the satisfaction of the Council's Transport Strategy officers, and the sustainable transport contribution, the proposed parking provision would be acceptable and would not significantly impact 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.
- 8.49 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 15 cycle parking space. The proposal would have a cycle store within the car parking area with the capacity of 16 bicycles on a double tier stacker, a second store at the edge of the communal amenity space for large bicycles to accommodate the 5% requirement of the LCDS, as well as a space for two visitor bikes close to the main building's entrance. The decision notice would include a condition requesting details of the proposed cycle parking layout and manufacturer for the stands prior to occupation as well as details of the external cycle store.
- 8.50 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.
- 8.51 The proposal would provide 2 x 1100L bins for general waste and 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 all proposed flats. Officers note that the space allocated, remaining, in the bin store would not fully amount to the 10sqm bulky waste area. However, considering the site's space constraints, the integrated design of the bin store within the building, the fact that the bulky waste items are not a regular occurrence and the presence of at least 7sqm area for this purpose; on balance, this shortfall in the refuse provision would not amount for a reason for refusal.
- 8.52 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

- 8.53 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.
- 8.54 The site itself does not contain any trees; however, there are a number of trees outside the west and north boundaries. The application included an Arboricultural

Assessment Report which concluded that the development would not impact any of existing trees except for T1 which is a sycamore, a street tree sitting close to the vehicular entrance. The report confirmed that the proposed building would have an incursion of 17% within its RPA. BS5837:2012 guidance recommends that new permanent hard surfacing should not exceed 20% within an RPA and the 17% would be acceptable. The report also identified other protection measures for the rest of the trees in the proximity of the site. The decision notice would include a condition to ensure the development following the methodology of this report.

Sustainability and Flooding

- 8.55 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.
- 8.56 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.
- 8.57 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.
- 8.58 The application included an FRA which was checked by the Council's Local Lead Flood Authority who concluded that the overall proposed drainage strategy would be in line with LLFA requirements. However, some information was still required to confirm that suitable strategy could be delivered on site such as further details to support the design of the proposed strategy. Accordingly, the LLFA requested that the decision notice would include two conditions to cover the requirements for:
- Provision of infiltration testing in accordance with BRE365 or an alternative non-infiltration strategy should infiltration not be viable.
 - Provision of correspondence with the EA and confirmation of any additional measures to be included within the strategy to address issues of infiltration within Ground Water Source Protection Zones.
- 8.59 Considering the above, the proposal would not be considered to have an adverse impact on flooding in the area or the site.

Other Matters

- 8.60 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 Borough, 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.