

1.0 APPLICATION DETAILS

Ref: 21/01208/FUL
 Location: 34A, 34B and Rear of 34 Arkwright Road South Croydon CR2 0LL
 Ward: Sanderstead
 Description: Demolition of 2 dwellings and erection of a 3/4 storey building comprising 19 flats with associated car parking, cycle and refuse storage and landscaping. Alterations to existing vehicular access/road.
 Drawing Nos: 20-540-P01A; P02A; P03E; P04A; P05A; P06E; P07E; P08E; P09F; P10D; P11E; P12E; P13E; P14E; P24E; P25A; P25B0400/21/B/1D
 Agent: N/A
 Applicant: Mr Martyn Avery, Chartwell Property Group
 Case Officer: Yvette Ralston

	1 bed	2 beds	3 bed	TOTAL
Existing	0	0	2	2
Proposed Market housing	2	2	9	13
Proposed London Affordable Rent	1	2	1	4
Proposed London Living Rent	1	0	1	2
Total proposed	4	4	11	19

Number of car parking spaces	Number of cycle parking spaces
19	38

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objections above the threshold in the Committee Consideration Criteria
- Referral to committee from Cllr Tim Pollard

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:

- Affordable housing – 6 units on site plus review mechanisms.
- Sustainable transport contribution of £28,500
- Carbon offset contribution of £46,000
- Air quality contribution of £1,900

- Local employment and training (construction phase) contribution of c.£12,500 plus Local Employment and Training Strategy
- S.278 agreement to secure highways works
- Monitoring fee
- Payment of the Council's reasonable legal costs.

2.2 That the Director of Planning & Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Director of Planning & Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

CONDITIONS

1. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement

3. Submission of Construction Logistics Plan
4. Construction Environmental Management Plan for Biodiversity

Prior to above ground works

5. Submission of materials and design details
6. Landscaping in accordance with plans including specification of mature trees to be planted on the rear boundary, details of retaining wall; submission of details of child play and communal amenity space details
7. Submission of final SUDS details
8. Submission of an Air Quality Dust Risk Assessment (AQDRA)

Pre-occupation

9. Wildlife sensitive lighting design scheme
10. Submission of a Delivery and Servicing Plan
11. Detail of cycle store layout
12. Secure by Design accreditation

Compliance

13. Obscure glazing on flank windows above ground floor level (unit 10)
14. Compliance with bin store layout
15. Compliance with Arboricultural Assessment and Tree Protection Plan
16. Compliance with Ecological Appraisal recommendations
17. Compliance Fire Statement
18. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines and installation of EVCPs at 20% active and 80% passive
19. Development in accordance with accessible homes requirements (units 3 and 4 M4(3) and the rest M4(2))
20. Compliance with energy assessment

21. Water use target of 105l/p/d
22. Noise from mechanical equipment to not exceed background noise
23. Internal acoustic standards
24. Light pollution to not cause a nuisance to local residents
25. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

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

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Full planning permission is sought for the demolition of the two dwellings on the site and the erection of a replacement building of 3 storeys plus lower ground floor at the rear comprising 19 flats. Affordable housing would be provided on site. 19 car parking spaces are proposed along with 38 long stay cycle parking spaces, communal and private amenity space, play space and hard and soft landscaping. The existing access road leading to the backland site would be upgraded.



- 3.2 During the assessment of the application, amendments to the scheme have been made and these have comprised predominantly changes to the materiality. A protruding lift overrun was also removed from the roof and tweaks

were made to the proposed landscaping. No other changes to the mass, form, overall design approach or unit mix were made.

Site and Surroundings

- 3.3 The application site is a backland site to the south of Rectory Park. The site comprises 2 dwellings (34A and 34B Arkwright road) and part of the rear garden of 34 Arkwright Road (which hosts a flatted block of 7 units). The land to the rear of 34 Arkwright Road is separated from the amenity space of number 34 by a fence and is currently unused. The existing properties on the site are 2 storey brick/render buildings with attached garages. The site is accessed via a vehicular pathway from Arkwright Road.
- 3.4 . The surrounding area is suburban in character, comprising detached dwellings and flatted blocks. There are some trees on the site boundaries, none of which are protected by TPOs. The site has a Public Transport Accessibility Level (PTAL) of 1a.



Aerial view of site

Planning History

- 3.5 Site history at 34A, 34B and 34 Arkwright Road is set out below.
- 19/03643/OUT: Demolition of existing dwellings. Erection of a three/four storey building comprising 23 flats (6 x 1 bedroom, 14 x 2 bedroom and 3 x 3

bedroom units). Alterations to existing vehicular access/road and creation of parking area, amenity space, cycle and refuse storage – application withdrawn 06.11.2019

3.6 Pre-application history on the site:

- 20/00149/PRE: Proposed demolition of existing houses. Erection of block comprising 21 flats with associated access, parking, landscaping

3.7 Site history at 34 Arkwright Road is set out below. The rear part of the amenity space of number 34 forms part of the application site. The development itself at number 34 is separate.

- 18/00749/FUL: Demolition of existing building: erection of a two-storey building with accommodation in roof space comprising 6 two bedroom and 1 three-bedroom flats: formation of associated access and provision of 7 parking spaces, cycle storage and refuse store. – permission granted 28.09.2018
- 19/04165/CONR: Section 73 application seeking to vary conditions 1 (Approved drawings), 3 (Refuse/Cycles/Boundary/Floor levels etc -(Refuse storage and Cycle storage only), 7 (CO2 Emissions) and 12 (Provision of M4(2) and M4(3) units) attached to 18/00749/FUL For the demolition of existing building: erection of a two storey building with accommodation in roof space comprising 6 two bedroom and 1 three bedroom flats: formation of associated access and provision of 7 parking spaces, cycle storage and refuse store. – permission granted 18.05.2020

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and 19 residential units would make a positive contribution to housing delivery.
- 28% affordable housing (by habitable room, 32% by units) is proposed (6 units on the ground floor) of which 4 would be London Affordable Rent and 2 London Living Rent.
- The proposal includes a mix of different sized units including 58% 3-bed units and provides a decent quality of accommodation for residents.
- The design and appearance of the development is of a high quality and would be a positive contribution to the character of the area. A high quality landscaping scheme is proposed.
- The proposed development would not have an unacceptable impact on neighbouring properties' living conditions.
- The access arrangements have been scrutinised and would not have an unacceptable impact on highway safety.
- 19 car parking spaces would be provided on site, which strikes an appropriate balance between avoiding parking stress on surrounding roads and encouraging sustainable modes of transport. Cycle parking is also proposed.
- Suitable planning obligations and conditions have been recommended.

5.0 CONSULTATIONS

5.1 Discussion with internal consultees within the Planning Service including Spatial Planning (Design), Highways and Trees has taken place and is referred to within the report as appropriate.

5.2 Comments from external consultees have been received as follows:

Lead Local Flood Authority

5.3 No objection subject to appropriate conditions. More detail is provided in paragraphs 8.71-8.74 of this report.

Ecology

5.4 No objection subject to conditions securing biodiversity mitigation and enhancement measures. More detail is provided in paragraphs 8.52-8.56 of this report.

Building Control (Fire safety)

5.5 No objection. More detail is provided in paragraph 8.29 of this report.

Energy and sustainability

5.6 No objection subject to S106 contribution for carbon offsetting. More detail is provided in section 8.75 of this report.

Thames Water

5.7 No objection subject to conditions / informatives:

- The applicant must follow the sequential approach to the disposal of surface water.
- The applicant must demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer and apply for a Groundwater Risk Management Permit.
- A Piling Method Statement must be submitted as the development is located within 15 metres of a strategic sewer.

Designing out Crime

5.8 No objection subject to a condition requiring the applicant to achieve Secure by Design Accreditation, considering the following suggestions:

- The access road should be gated to avoid anti-social behaviour
- Doors to cycle and bin stores should lock automatically when shut
- Outdoor seating should be removable so it can be moved in case it causes anti-social behaviour
- Lighting should achieve BS5489

- Use of appropriate security products for doors and windows, Defensible space in front of windows, and Communal doors should sit no more than 600mm recessed into the building to reduce areas that can be used to congregate

Officer response: a gate at the bottom of the access lane is not considered suitable. The other suggestions are achievable as part of Secured by Design accreditation.

Pollution Control

5.9 No objection subject to conditions as follows:

- The noise level from air handling units, mechanical plant, or other fixed external machinery should not increase the background noise level when measured at the nearest sensitive residential premises
- The 'good' standard for acoustic design criteria under the British Standards Institute BS8233:2014 must be achieved in living rooms and bedrooms
- Adherence to the requirements of Croydon Council's Interim Policy Guidance on Air Quality
- Observe the Council's Code of Practice regarding 'Control of Pollution and Noise from Demolition and Construction Sites'
- Submission of a Construction Environmental Management Plan (to include control of noise and dust from construction and demolition activities) and a construction logistics plan (CLP)
- Submission of an Air Quality Dust Risk Assessment (AQDRA)
- Submission of a Delivery and Servicing Plan
- Light from the proposed illuminations should not cause a nuisance to local residents
- Inclusion of ultra-low NOx boilers

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 26 letters of notification to neighbouring properties. A site notice was displayed and a press notice was published in the Croydon Guardian on 08.04.21.

6.2 The number of representations received in response to the consultation are as follows.

6.3 No of individual responses: 213; Objecting: 213; Supporting: 0

6.4 The following objections were raised in representations. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

Objection	Officer comment
Character and design	
Overdevelopment. Fails to respect local development pattern and dominates the plot	Addressed below in this report

Incongruous in this setting	
Scale and massing out of proportion, overbearing	
Not in keeping with the character of the area – modern design, appearance, flat roof and materials. Do not like the metal cladding	It does not replicate the design in the area but is complementary and appropriate to its context.
There is nothing of this scale and design in the local area. Other intensifications are more in keeping	
Will be visible from Ridge Langley, Selsdon Road and Croham Hurst due to its elevated position	It may be visible but it is not overbearing and the design is of a high quality.
Design is not 'sympathetic and faithful' or 'contemporary reinterpretation'. If it is meant to be 'innovative and original' it does not work due to amenity impacts and will not enhance the neighbourhood.	The high quality design is contemporary and is considered to be an enhancement.
Transport and Highways impacts	
Poor access to public transport so will result in pressure on local roads and infrastructure	Addressed below in this report
The 412 bus is not frequent and the area is not accessible	
Insufficient on-site parking will lead to increased vehicle parking on Arkwright Road	
No visitor parking provided	Visitor parking is not a policy requirement
The 1m pedestrian path is within the road / there is no pedestrian path. This is unsafe.	Addressed below in this report
Entrance on a small mini roundabout would be dangerous	
Access and turning for emergency, commercial and refuse vehicles difficult	
Will be congestion on and near the access road	
The access road is not adequate width for cars to pass each other	
Swept paths do not show vehicles turning right as they leave	
Extra traffic will impact on children travelling to and from Ridgeway Primary School	
Alterations to the access junction (reduced width of central island) to allow vehicles to turn right when exiting the site will be detrimental to highway and would require removal of screen planting at 34 Arkwright Road.	
3 roads meet here and there is a small one way system. New flats will create more traffic and overspill parking	

The Stage 1 road safety audit refers to the previous withdrawn scheme on this site so is not valid in relation to this proposal	
The documents in the Transport note refer to both a bell mouth junction and a 4.8m wide junction; a simple crossover is not safe in terms of sightlines etc.	
Neighbouring amenity	
76, 78, 80 Ridge Langley – these properties have shallow gardens and the flats will allow overlooking to rear habitable rooms and patios from the windows and balconies of the block. There is no / minimal hedge at the boundary and insufficient separation distance. Loss of daylight and sunlight, loss of views as there will no longer be a gap between the 2 houses. Risk of crime. These properties are at a lower land level.	Addressed below in this report
36 Arkwright Road - Noise from the road and loss of privacy	
Madeline House - Loss of view and daylight from rear balconies of and more people using the access road	
28 Arkwright Road – Building will be c.10-15m closer than the existing building and the front windows and balconies will overlook the house and garden	The separation distance to this property would be over 70m so no amenity concerns are raised
Noise	Addressed below in this report
Pollution (cars)	
Light pollution from artificial lights	To be controlled by condition
Loss of privacy and views	Addressed below in this report
Increased number of residents (up to 73) will be disruptive	
Overlooking from balconies	
No info on shadowing of neighbouring properties	Overshadowing of gardens to 78-80 Ridge Langley has been assessed. Addressed below in this report
Similar situation to the appeal at R/O 36/44 Arkwright Road (ref 07/00405/P) and appeal decision (ref App/L5240/A/07/2042850) regarding overlooking to properties on Ridge Langley which concluded that hedges are not sufficient screening.	This appeal refers to a scheme for 5 new backland houses in a row at the rear of 36-44 Arkwright Road. This would have introduced a new row of houses in

	<p>proximity to properties on Ridge Langley. The appeal was dismissed on amenity grounds. In this case, the backland houses are already present. It is also important to note that this application and appeal decision pre dates the adoption of the current development plan</p>
Trees and ecology	
<p>Destroying habitats including badgers habitat Loss of green space and trees</p>	Addressed below in this report
<p>The permission at number 34 includes 10 new trees at the rear and this area is now proposed as car parking for this part of this application</p>	<p>The permission at 34 shows retention of 2 trees on the part of the site that is now included in this application (not 10). These are now proposed for removal. Addressed below in this report</p>
<p>Loss of pond. Will this be replaced?</p>	<p>The pond will not be replaced.</p>
<p>Objection from the East Surrey Badger Protection due to the presence of badger setts</p>	<p>The badger sett will be protected.</p>
<p>Biodiversity net gain report is inaccurate (reference to Bicester, Oxfordshire). It also states there are no hedgerows when there are.</p>	<p>This has been raised with the applicant and it has been confirmed that this was a typo and the report itself refers to the correct site.</p>
<p>The PEA refers to badger report which is not provided</p>	<p>The badger report is confidential.</p>
<p>PEA is out of date</p>	<p>PEA has been reviewed by the Council's ecology adviser and found to be acceptable.</p>
<p>Arb Plan shows "Area of hard surface to be installed following a "no-dig" method of construction in accordance with APN12" which does not provide for a 10m radius no-dig zone outside of the badger sett</p>	<p>The no dig zone is specified in the confidential badger report and must be adhered to.</p>
<p>Biodiversity net gain report is based on 86% of planting to be removed. It also shows a 50% reduction in green habitat. How can the Council guarantee replacement planting will be put in?</p>	<p>Replacement planting must be in accordance with plans or can be subject to enforcement action.</p>

Quality of accommodation	
No lift	A lift is proposed
Single aspect flats	Addressed below in this report
Inadequate play space	
No detail on the fire resistance of materials	
Insufficient private green space for occupiers	
The play space for the existing flats at number 34 is shown to be in the position of the proposed car park for the current application.	This is amended in the S73 application 19/04165/CONR. The space is fenced off and currently unused by residents of number 34.
Floor to floor heights should be 2925mm to achieve acceptable floor to ceiling heights. Distance of 3250mm required above top floor level for building regulations compliant roof (thermal performance). Building will need to be taller.	Not a planning matter
Air quality, sustainability, flooding	
Will increase flood risk in the area	Addressed below in this report
Impacts on air quality	Air quality contribution will be required by S106
The development at 34 Arkwright Road classified the garden area as an 'environmental area' and this proposal concretes over part of that	This is not a formal designation
Will increase carbon footprint	A carbon offsetting contribution will be required by S106
Excavation will be necessary and will affect the water table	Addressed below in this report
Flood risk to 78, 80, 82 Ridge Langley due to the infiltration tank being close to their boundaries	Final details to be agreed by condition.
The SUDS Technical note uses AOD level which do not relate directly to levels given on the Thames Water Sewer Records	Addressed below in this report
Principle of flats	
<ul style="list-style-type: none"> • Not required in the area as other flats remain empty. No demand. • This is the third development in Arkwright road and is not needed • Cumulative impact of other developments nearby on Arkwright Road, Elmfield Way, the Ridgeway and West Hill 	<p>Flats are acceptable.</p> <p>Applications are assessed on their own merits.</p>

<ul style="list-style-type: none"> Do not support the principle of flats Semi-detached houses would be better 	Cumulative impacts are considered in terms of overspill parking
Other	
Impacts on schools, public transport, healthcare	CIL contribution will be required
Sanderstead not identified for intensification in the Local Plan	Any areas can be considered for some intensification as long as it responds to its context
Failure to provide correct mix of housing to meet targets /demands; or comply with social / affordable housing requirements.	Addressed below in this report
Site incorrectly described as brownfield land	The site is previously developed
Is a S73A required to amend the boundary of number 34 and the designated wildlife area? Can the decision to amend the boundary of number 34 be dealt with as part of this application? This land is being double counted currently.	This is a matter between separate land owners. The relevant applications have been submitted and each application needs to be determined in its own right. It is possible to apply for planning permission on land you do not own. The appropriate certificate B has been submitted
Conditions for number 34 have not been discharged	This matter is currently the subject of an enforcement file
NMA for number 34 (21/00468/NMA) not approved	Application 21/00468/NMA is pending and remains under consideration.
There are other development at 34 and 54. This is not 'sustainable growth of the suburbs' but wholesale change in short stretch of road	Each application is addressed on its own merits
Retaining walls not indicated	A retaining wall will be required at the rear where the land steps down similar to the existing arrangement
There are no trees on the boundary with 19 Courtlands Close as shown in some of the drawings	There are trees in the garden of 19 Courtlands Close as shown on the arb plan. If these have been removed, they were not subject to protection which
No topographical survey submitted	Topographical survey included with Flood Risk Assessment

Land at the rear of number 34 should be listed on certificate B	This has been amended
Viability assessment is not a RICS 'Red Book Valuation', no sensitivity analysis, questions about inputs, credentials of viability assessor, conflicts of interest etc	Viability has been independently assessed. Refer to paragraphs 8.4-8.9 of this report.
Since COVID people work from home and need outside space	It is necessary for planning applications to be considered in accordance with the adopted Development Plan
78 Ridge Langley stated they were not consulted by the developer and 80 Ridge Langley stated they were not consulted.	The developer does not have an obligation to consult neighbours. The Council consulted 78 Ridge Langley. However, publicity was given to the application by the Local Planning Authority in accordance with our standard procedures and in accordance with Legislation.

6.5 The Selsdon Residents Association objects to the proposal on the following grounds:

- Does not respect surrounding properties, out of character with nearby styles, detrimental to street scene
- Overlook adjacent properties
- Assumed PTAL of 2 is not substantiated. Insufficient parking
- Loss of trees not ecologically sound
- Pressure on local infrastructure

6.6 The Sanderstead Residents Association objects to the proposal on the following grounds:

- Distances to the boundary with 78 & 80 Ridge Langley a concern. Due to its elevated position there will be overlooking to the rear gardens which conflict with the policy preventing overlooking to first 10m of existing dwellings.
- Plots 1,4,5,6,11,12 and 13 (40%) are single aspect and north or north east facing
- 12 flats overlook 78 & 80 Ridge Langley. Mass of building is overbearing and dominating
- Out of character. Little justification for contemporary design
- Play space and BBQ on rear boundary will cause disturbance and noise
- No LAR or LLR is proposed; only 6 shared ownership.
 - *Officer note: 4 x London Affordable Rent units and 2 x London Living Rent units are proposed*
- 11 x 3-beds is c.60%, not 70%

- Should be 24-25 car parking spaces, there are only 19
- No provision for storage and charging of electric cycles/scooters.

6.7 Cllr Tim Pollard has objected on the following grounds and referred to the application to Committee:

- Overdevelopment of the site
- Does not meet affordable housing targets
- Does not provide sufficient family accommodation
- Will result in loss of privacy to nearby occupiers
- Insufficient green amenity space for the number of occupiers

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

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

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S112 Flood risk management
- S113 Sustainable drainage

- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

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

Supplementary Planning Documents/Guidance

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

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees and landscaping
- Biodiversity
- Access, parking and highways impacts
- Flood risk and energy efficiency

Principle of residential development

- 8.2 The existing use of the site is residential and as such the principle of redeveloping the site for residential purposes is acceptable. The London Plan (2021) sets a minimum ten year target for the borough of 20,790 new homes over the period of 2019-2029. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way.
- 8.3 Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. Given the above, the principle of intensifying the residential use of the site to provide 19 flats is acceptable.

Housing tenure and mix

Tenure

- 8.4 London Plan policy H4 and Local Plan policy SP2.4 set a strategic target for 50% of homes delivered across London and across Croydon to be genuinely affordable, subject to viability. The Council is following the threshold approach to affordable housing as outlined in London Plan policy H5, as the most recently adopted development plan document. Applicants must provide a minimum of 35% affordable housing on site to follow the fast track route. The Council seeks a 60:40 ratio between affordable rented and intermediate homes.
- 8.5 The proposal includes the provision of 6 x affordable homes, comprising 2 x 1b, 2 x 2b and 2 x 3b. This equates to a 28% affordable contribution by habitable room, or 32% by unit, which is below the 35% target. The proposed tenure split comprises 4 x London Affordable Rent units and 2 x London Living Rent which equates to a 67:33 tenure split, which complies with the Council's policy requirements.
- 8.6 As the proposed quantum of affordable housing is below 35%, the scheme has not been fast tracked and a viability assessment has been provided by the applicant. The viability appraisal tests 2 options: provision of a policy compliant 50% affordable housing on site, or a c.30% affordable housing contribution. The applicant's viability assessment indicates that both options would result in an overall scheme deficit (of £1.9m or £1.1m) but the scheme has come forward with the 28% affordable contribution (by habitable room).
- 8.7 The applicant's viability appraisal has been reviewed on behalf of the Council by an independent viability assessor. Some adjustments have been made to some of the assumptions however it has been concluded that both the 50% option and the 28% proposal being put forward would be unviable. The council's assessment concludes a lower deficit than that put forward by the applicant (£0.7m and £0.2m respectively) but the ultimate conclusion is that the provision of affordable housing on site will result in a scheme deficit.
- 8.8 Therefore, the provision of 6 affordable units is the maximum that can be secured on this site and this is considered to be acceptable. The 6 proposed units are all

located on the ground floor of the development. They would be secured by S106 agreement.

- 8.9 In addition, an early and late stage review mechanism will be secured through the S106 agreement in accordance with Local Plan policies and London Plan policies. This will ensure the viability is reassessed on commencement and on completion to establish whether a greater financial contribution could be provided. This has been agreed by the applicant.

Unit size mix

- 8.10 Policies SP2.7 sets a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms in order to ensure that the borough's need for family sized units is met. In order to achieve this strategic target, Policy DM1.1 sets out a minimum percentage of 3-bed units that must be achieved on major schemes. In suburban areas of low PTAL, such as this, the requirement is for 70% of homes to have 3 or more beds.
- 8.11 The proposal is for 11 x 3-bed units (4 x 3b4p, 6 x 3b5p and 1 x 3b6p), 4 x 2-bed units (2 x 2b4p, 2 x 2b3p) and 4 x 1-bed units (4 x 1b2p). This mix comprises 58% 3-bed units which falls short of the 70% target. However a good mix of different sized accommodation is proposed, along with affordable homes, and when balanced against other material considerations discussed throughout this report, the quantum of 3-bed units is considered to be acceptable.

Design and impact on the character of the area

- 8.12 The existing buildings on the site are 2 x 2 storey suburban houses and there is no in principle objection to their demolition.
- 8.13 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape. Proposals should seek to achieve a minimum height of 3 storeys, should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area. London Plan policy D3 states that a design-led approach should be pursued and that proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 8.14 The site forms an existing backland development behind numbers 34-38 Arkwright Road. The Suburban Design Guide SPD permits new backland development provided it is not detrimental to the character of the area, and this must be assessed on a site by site basis. In this case, there are 2 existing houses in this location so the principle of backland development on this site is already established. The proposed intensification would represent a more efficient use of this space and would support the principles of national and local planning policy which seek to achieve efficient use of land. There is a clear and established access road to the site, and the backland plot is sufficiently large at 0.3ha to

support intensified residential use and to achieve a reasonable ratio of built form to open space across the site.

- 8.15 The proposed block is a 3-storey flat roof building. The surrounding area is a mix of detached houses of varying height, including bungalows with dormers, and two-storey houses under substantial pitched roofs. The Suburban Design Guide supports larger buildings of 3 storeys in height, in some cases with an additional roof level storey. In this case an additional roof level storey is not proposed, and from the front the building would be 3 storeys, which would be partially set-back. From the rear, the building would have an additional lower ground floor storey as supported on sloping sites by the Suburban Design Guide (with the top storey more substantially set back).
- 8.16 The Suburban Design Guide advises that development in rear gardens should be visually subservient, however the proposal is not in a rear garden, so this is not a requirement. For backland sites, the Suburban Design Guide advises that bigger built forms to achieve 3 storeys may step the height and/or footprint to respect the scale, height, massing and density of the context. The proposed partial setbacks at top floor level would result in a stepped top floor footprint, which would achieve this requirement and would be supported by the Suburban Design Guide.
- 8.17 The proposed mass of the building has been broken up in various ways. The footprint is cranked in the middle; parts of the top floor are set back and clad in a different material; and the window reveals give good depth to the façade. At the rear, the land level is 2-3m lower (with a stepped down terrace currently) and a lower ground floor level of living accommodation would be introduced at the rear only to utilise the slope of the land. The general form and mass of the building is simple and legible which is supported.
- 8.18 The proposed building is of a high quality design and has been subject to various design and material tweaks through collaborative working between the Council and the applicant. The design approach would be described as a contemporary reinterpretation. The surrounding buildings generally have substantial pitched roofs which slope back from the main elevations, in a darker material to the lower floors. The proposed flat roof form is notably different from other buildings in the vicinity but would be partially set back from the lower floors in a darker material (Equitone cladding) which resonates with the surrounding roof types without replicating them. This is considered to be an appropriate roof form for this backland site. The surrounding buildings have brick (yellow or reddish brown) and render elevations. The proposed materials are cream bricks with contrasting darker bricks, which again reference the mix of local materials, and the light tone of the surrounding render in a higher quality finish. Grey aluminium windows are proposed with dark grey balcony balustrades. The proposed bricks provide subtle contrasts, and all the proposed materials are of a high quality, robust and low maintenance. Final details will be secured by condition, but details of the proposed bricks have been reviewed and care has been taken to ensure high quality and contextually appropriate materials are specified on the drawings at this stage.

- 8.19 The new building would be positioned in the same position as the 2 existing houses, towards the north side of the site. The proposed footprint of the building is larger than neighbouring properties, but is somewhat separated from the layout of the surrounding properties due to the backland nature of the site. The separation distance on the side boundaries (NW and SE) is over 2m where the site adjoins the rear gardens of properties on Arkwright Road and Courtlands Close. This is in excess of the 1m recommended in the Suburban Design Guide SPD. The proposed building would be visible from the rear of the properties on Ridge Langley. The closest residential neighbours are 78 and 80 Ridge Langley to the north, set at a lower land level, and impacts on these properties are discussed later.
- 8.20 In terms of site layout, the existing access road is 3.7m to 4m in width. Currently it is shared between pedestrians and vehicles entering the site and the proposal is to retain this arrangement with a formalised pedestrian walkway on the left hand side of the road. 19 car parking spaces are proposed on the forecourt in the centre of the site. This would require a mass of hardstanding, but consideration has been given to breaking up the paved areas with soft landscaping. There is a clear, level pedestrian route proposed to the front entrance of the building, and the refuse and cycle stores are incorporated internally within the front of the building.
- 8.21 It is proposed that part of the rear communal garden of number 34 would be used for some of the car parking. The development of 7 flats at number 34 was approved under application ref: 18/00749/FUL and amended by S73 application 19/04165/CONR dated 18/05/20, and is now complete. This space is not currently owned by the applicant and the appropriate certificates and notices have been served. Residents have raised concern about the loss of this space for number 34, referring to it being designated as an environmental area as part of the approval. There is no formal designation attached to this land but it is known that there are protected species (badgers) at the rear of the site. An appropriate exclusion zone for the badgers is retained in the current proposal (discussed in section 8.52-8.56 of this report) and there is no objection to the proposed amendment from a character or ecology point of view. It is not necessary to own land before applying for a planning permission so the landowners can formalise the arrangements and ownerships amongst themselves outside of the planning process.



Land outlined in red forms part of 34 Arkwright Road

- 8.22 The scheme is considered to be of a high quality and of an appropriate scale and mass for this location. That notwithstanding, the site is surrounded by other buildings, with limited visibility from the surrounding highways. Being able to see the building is not harmful in itself and in this case the building would only have limited visibility from the public highway on Arkwright Road. Any views from other surrounding streets will be limited to glimpse views of a site which already contains buildings; therefore, visual impacts on the surrounding street scenes would be limited accordingly.
- 8.23 The proposal is considered to comply with policies SP4.1 and DM10 and London Plan policy D3 as it is of an appropriate form and mass for this site and a suitably high design quality which responds appropriately to its context.

Quality of Accommodation

- 8.24 London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts are sensible with hallways and adequate storage space.
- 8.25 There are a proportion of single aspect units including 4 on the ground floor, 4 on the first floor and 1 on the second floor (9 out of 19 total) which means that 47% of the units are single aspect. An internal daylight assessment has been provided which demonstrates that there are 4 rooms within 3 units (8, 15 and 19) which would not meet the BRE guidelines for average daylight factor (ADF). These 3 units are stacked above each other on the south west (front) facing elevation of the building. The LKD of unit 8 on the ground floor would achieve an ADF of 1.3% against a target of 1.5-2% because the windows serving these

rooms are within inset balconies (which are encouraged over projecting balconies from a design and amenity point of view). Similarly the LKD of unit 15 directly above on the first floor would achieve an ADF of 1.2% against a target of 1.5-2% for the same reason. The second bedroom (of 3) within unit 15 and the second bedroom (of 3) within unit 19 directly above would both achieve an ADF of 0.9% against a target of 1% which is a marginal shortfall.

- 8.26 The lower ground floor units would both be dual aspect with rear facing terraces and would comply with the BRE guidelines for daylight.
- 8.27 On the west facing elevation (looking towards the rear gardens of 36-38 Arkwright Road), the secondary living room / kitchen windows of unit 10 at first floor level would be obscured by condition to avoid overlooking to neighbouring properties and to avoid prejudicing future development. This would be acceptable without harming the quality of accommodation as these windows are secondary.
- 8.28 Accessibility requirements have been considered in accordance with London Plan Policy D7. Units 3 and 4 on the ground floor are proposed to be the M4(3) wheelchair accessible units, and both would be within the affordable tenure. The appropriate wheelchair turning circles and corridor widths are shown on the plan. A fire evacuation lift is provided internally, providing step free access from ground floor to all units. All facilities of the site are accessible in a step free manner including the communal amenity and play space which is accessed via the lower ground floor core, and bin and bike store on the ground floor.
- 8.29 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. The lower ground floor units have private patio spaces and all other units have private inset balconies. All private amenity spaces comply with the space requirements.
- 8.30 Local Plan policies DM10.5 requires provision of high quality communal outdoor amenity space that is designed to be flexible, multifunctional, accessible and inclusive. The communal garden provides over 100sqm of shared amenity space for future occupiers, plus around 20sqm of children's play space with natural play features. All areas are relatively flat so are usable. A picnic and barbecue space, space for food growing and various areas of planting are also proposed. The overshadowing assessment demonstrates that 88% of the amenity space would receive at least 2 hours of direct sunlight on March 21st, which complies with the BRE guidelines (which is for 50% of the garden to receive 2 hours direct sunlight).

Fire safety

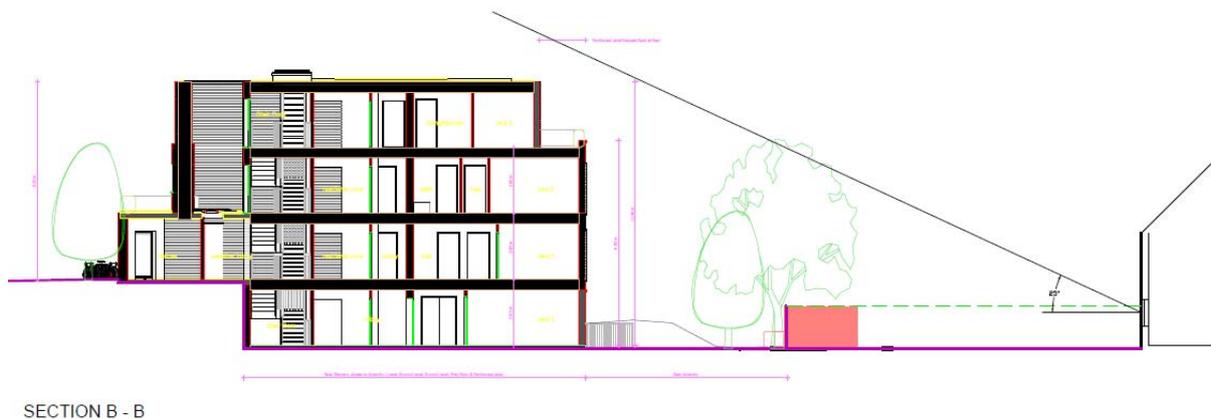
- 8.31 A Fire Statement has been provided in line with London Plan policy D12. The Statement has been produced by a suitably qualified third party assessor and reviewed by the Council's Building Control Officer who considers that the strategy is generally reasonable. Minor updates have been made to the report to provide some clarifications. Any final details will be detailed at the Building Regulations Stage so a compliance condition is required at this stage.

8.35 The proposed block would be approximately 5m closer to number 80 and 7m closer to number 78 than the existing houses on the site. A separation distance of 20-22m would be retained for both properties. The Mayor of London's Housing SPG suggests that 18-21m could be a 'useful yardstick' for measuring separation distances to ensure visual privacy between habitable rooms facing each other but this should not be rigidly adhered to as it can unnecessarily restrict density. This separation guidance would be complied with in any case.

8.36 The proposed building would be approximately 1.2m higher than the ridge height of the existing properties on the site (refer to section A-A taken from the rear of 80 Ridge Langley through 34B). The existing ridge height of the house is 10.3m and the proposed ridge height of the flat roof block, including its set back top floor, is 11.5m. A sunlight assessment has been submitted. This shows that a 25 degree line drawn from 2m up the ground floor rear windows of 78 and 80 Ridge Langley would not be breached by the proposed block. This complies with BRE guidance on overshadowing and indicates that the block would not obstruct daylight to these windows.



25 degree line drawn from 80 Ridge Langley



25 degree line drawn from 78 Ridge Langley

8.37 The proposed mass of the building is notably larger than the existing houses on the site and, as noted by residents, the existing gap between the houses would not be present with the proposed block. An overshadowing assessment of the

rear gardens of 78 and 80 Ridge Langley demonstrates that each property would retain over 50% of its garden with at least 2 hours of direct sunlight on March 21st (88% for number 78 and 93% for number 80), which complies with BRE guidance. A small area of the south east corner of each garden, adjoining the fence, would not receive the 2 hours direct sunlight.

- 8.38 The current properties at 34A and 34B have habitable rooms at ground and first floor level looking towards Ridge Langley and the proposal would increase the amount of habitable rooms looking towards Ridge Langley, and would include full height windows and balconies. Impacts on privacy are a key consideration. On balance, given that 1) the increased proximity of built form to the properties on Ridge Langley has been kept to a minimum and complies with guidance in the Housing SPG, 2) the increase in height is not substantial and 3) the BRE guidelines on overshadowing are complied with, the increased overlooking would not in itself be a reason for refusal when weighed against the other material benefits of the scheme such as the provision of affordable housing.

36 Arkwright Road

- 8.39 36 Arkwright Road to the north overlooks the access road by 2 upper floor windows serving 2 bedrooms. No changes to the location of the existing access road are proposed. There would be an increase in vehicular traffic using the road which would lead to an increase in noise and pollution. Currently there is a fence on both sides of the road with hedging, and the proposal involves new/enhanced hedging on both sides which would be a general improvement to the visual amenity of the access road and would assist with reducing noise and pollution impacts. This is acceptable.

34 Arkwright Road

- 8.40 34 Arkwright Road, which is the block of flats to the south, does not have any windows overlooking the access road. Residents have raised concerns about reduced outlook from their balconies, however this would be at an oblique angle at a distance of approximately 70m so is not a concern.
- 8.41 The proposed site area also incorporates part of the rear garden of the block of flats at number 34 Arkwright Road. Its incorporation into the application site does not raise any concerns from a planning point of view and the exact arrangements can be agreed between the landowners. The area is already fenced off from number 34 and unused by residents. The area is proposed to partly retained as grass (as part of a badger exclusion zone) and for hardstanding for car parking spaces.

Other neighbouring properties

- 8.42 The other nearby properties are 18-22 Courtlands Court to the east and 36-38 Arkwright Road to the west. The boundaries with both sites would be parallel to the corresponding flank elevations of the proposed building. Those flank elevations would only have secondary windows for ventilation and light, which would be obscured glazed, and would not prejudice future development. These properties all have 50-60m long gardens so there is a large separation distance

between these dwellings and the proposed block, and no amenity issues are raised.

- 8.43 There is a planning application in for development of 7 new houses on the land at the rear of 38-40 Arkwright Road (application ref: 21/05742/FUL). This application is currently under consideration and would not be prejudiced by the proposed development at 34A and B Arkwright Road.
- 8.44 General noise from residential occupiers would not be out of the ordinary in this residential location so is not a cause for concern.
- 8.45 Any potential amenity impacts on neighbouring properties have been adequately mitigated so the proposal is considered, on balance, to comply with Local Plan policy DM10.6.

Trees and landscaping

Trees

- 8.46 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. An Arboricultural report has been submitted assessing impacts on trees on and adjacent to the site. There are no prominent trees of arboricultural merit within the site boundaries. There is a TPO tree towards the front garden of number 38 Arkwright Road (TPO 4, 2000) which is some distance from the application site and would be unaffected.
- 8.47 A total of 17 trees/groups/hedges would be removed or partially removed as a result of the proposed development. These trees/hedges are generally of a relatively small scale (4-6m high and category C), located along the access path or within the centre of the site where hardstanding would be required for car parking. 2 of these trees (T8 and T9) are within the rear part of number 34 in the area of land which would be incorporated into this application site. Residents have rightly pointed out that these trees were previously proposed for retention within the approved plans for number 34 (18/00749/FUL and 19/04165/CONR). These would be removed as part of the current application to provide space for car parking. 3 of the trees proposed for removal (T14, T15, T16) are located at the southeast corner of the site and would be removed to enable provision of better-quality amenity space.
- 8.48 In order to mitigate these removals, replacement tree planting of 22 trees plus a number of smaller shrubs etc is proposed within a detailed landscaping plan.
- 8.49 There are some trees which would experience root incursions as a result of the development, generally due to the hardstanding required for the car park, but these incursions would be relatively minor and the new hard surface areas would be porous and constructed using 'no dig' principles and a cellular confinement sub base.
- 8.50 The Council's Tree Officer has raised no objection to the tree survey, tree protection plan or method statement. It is considered that the replacement

species, sizes and locations listed within the landscaping proposal are suitable mitigation planting. A condition would be attached to ensure all works are carried out in accordance with the tree protection plan.

Landscaping

- 8.51 The proposed landscaping plan is detailed and of a high quality. The Council has worked with the applicant as part of the assessment process to ensure a good quality landscaping plan with appropriate plant species proposed. Various areas of planting within the front and rear gardens are proposed along with trees and planting on the boundaries to provide screening. On the rear boundary, adjoining Ridge Langley a 1.8 high close board fence would be provided along with trees; a condition can be attached to ensure the trees are of a mature size when planted so that they are instant impact and provide instant screening. A 300sqm extensive sedum green roof is proposed across the whole of the flat roof of the building which is supported.
- 8.52 The proposed hard landscaping includes permeable paving across the car parking area, block pavements for paths and various planters.
- 8.53 London Plan policy G5 requires submission of an Urban Greening Factor for major applications, with a UGF target of 0.4 for residential development. A calculation has been submitted which demonstrates that an Urban Greening Factor of 0.4 would be achieved on this site by the retention of existing vegetation, planting of new trees, hedges, perennials, amenity grass etc, plus the extensive green roof This is acceptable. The proposal is considered to comply with Local Plan policy DM10.8 and DM28 and London Plan policies G5 and G7.

Ecology

- 8.54 Local Plan policy DM27 seeks to protect and enhance biodiversity in the borough. London Plan policy G6 states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
- 8.55 A Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment has been undertaken. This identified that the habitats within the site are grassland, 2 small ponds, scattered trees and some hedging. The site has some potential to support badgers, bats, breeding birds, reptiles and great crested newts although no further surveys for any of these species were found to be necessary due to the lack of suitable habitats or lack of impacts upon suitable habitats. The preliminary bat roost assessment concluded that the buildings have negligible potential to support bat roosts and no further surveys are considered necessary. Proposed mitigation measures include carrying out vegetation clearance outside of bird nesting season and a precautionary approach to removal of vegetation and the pond with respect to reptiles and amphibians which may be present and using the site as a refuge.
- 8.56 A confidential badger report has also been submitted. There is a badger sett on site and a 10m exclusion zone has been designated around the set where no development of any kind will take place. A new hedgerow would be planting along

the edge of the 10m zone to provide a permanent physical buffer. In the area beyond the 10m exclusion zone, no-dig construction methods would be used for the car park.

- 8.57 A Biodiversity Net Gain Assessment has been undertaken. This concludes that the scheme would result in a 24.4% increase in biodiversity units for habitats which is a measureable net gain. Proposed biodiversity enhancement measures include bird and bat boxes, native species, minimal external lighting, deadwood habitat piles, and the incorporation of gaps within boundary fencing to allow hedgehogs to roam.
- 8.58 The various Ecology Assessments have been reviewed by the Council's independent Ecology advisor and no objection has been raised subject to conditions for a Construction Environment Management Plan (Biodiversity), ensuring that works are carried out in accordance with the submitted assessments and the incorporation of a wildlife sensitive lighting design scheme. The proposal complies with Local Plan policy DM27 and London Plan policy G6.

Access, Parking and Highway Safety

Access arrangements

- 8.59 The site has a Public Transport Accessibility Level (PTAL) of 1a which indicates very poor access to public transport. The closest train station is Sanderstead which is 1 mile away. It is acknowledged that the site is not well served by public transport.
- 8.60 Discussions have been ongoing with both the strategic transport team and the highways team throughout the assessment of this application and during previous pre-application and withdrawn application (ref: 19/03643/OUT) on this site. Residents' objections have all been reviewed and discussed further with the transport team and the proposed access arrangements are considered to be acceptable and of no detriment to highway safety, as described below.
- 8.61 The site has an existing vehicle entrance point and access road. The proposal is to make amendments to the vehicle entrance so that it is a bell mouth entrance. The bell mouth entrance would make it easier for refuse vehicles and other larger vehicles to enter and exit safely, which is positive. The access road would be a shared access road used by pedestrians, cyclists and vehicles, which is as per the existing arrangement but it would be formalised. The existing width of between 3.7m and 4.1m is sufficiently wide for pedestrians or bikes to have a 1m wide path and to be safely passed by a vehicle. There is not enough width for 2 vehicles to pass each other throughout the length of the access road, but there is space and visibility at either end of the access for vehicles to wait for each other. It is also wide enough for a fire appliance and other large vehicles to enter. The manoeuvring tracks for ingress and egress to the site and for 2 vehicles meeting in the access road and access junction with the public highway have been provided using a 4.8m vehicle and are acceptable.
- 8.62 Residents have raised concerns about safety at the junction. A stage 1 road safety audit has been carried out. Residents have raised concerns that this stage

1 audit relates to the previously withdrawn scheme. That is the case, and it has been demonstrated that the findings of the stage 1 safety audit have been addressed in the current proposal. This is acceptable. There are 3 further stages of road safety audit to take place and to be reviewed and approved by the highways team (outside of the planning process) including stages 2 and 3 which both take place during detailed design, and prior to first use of the new junction, then stage 4 which takes place after implementation. The current proposal is acceptable in terms of road safety.

- 8.63 The mini roundabout opposite the junction would be reduced slightly in size. The bollard would also be moved slightly. Residents have raised concerns about cars turning right out of the access road. The proposed arrangements are no different to the existing situation. Residents may prefer to turn left and go round the roundabout, or they may prefer to navigate the junction and turn directly right but this cannot be controlled through the planning process. All the proposed changes to the highway, such as to the bollard and the island, and the subsequent road safety audits and detailed design, will be agreed and finalised as part of a S278 agreement (and required by the s.106 agreement). The works would be funded by the applicant and would need to be completed prior to occupation.
- 8.64 The appropriate pedestrian and vehicle sightlines are shown on the plans. The pedestrian sightlines have been achieved adjacent to number 34 by cutting out a small part of the front fence, which has been agreed with the developer of number 34. The fence also has gaps in it to allow improved sightlines (as agreed between the 2 landowners). A condition would be attached to ensure that boundary treatments and landscaping in sightline areas are not higher than 0.6m.

Car parking

- 8.65 London Plan policy T6.1 would permit up to 1.5 spaces per 3+ bed unit and 1 space per 1-2 bed unit which equates to a maximum of 24.5 spaces. 19 car parking spaces are proposed for the 19 flats. In the interests of sustainable development and climate concerns, new developments should not over-provide car parking and a balance needs to be struck between encouraging sustainable modes of transport on the one hand and ensuring highway safety and managing on-street parking on the other.
- 8.66 Residents have raised concerns about overspill parking and additional traffic on local roads. A parking stress survey has been carried out in accordance with the Lambeth methodology, overnight on 2 dates (25 April 2020 and 30 April 2020) within 200m of the site. Parking stress was found to be 9.1% which is low, with around 280 spaces available on street within 200m. The Council does not encourage overspill parking on the street and, as mentioned, a balance does need to be struck between encouraging excessive car occupancy and ensuring highway safety. In this case, 1:1 car parking is considered appropriate given the low parking stress in the vicinity.
- 8.67 4 disabled car parking spaces are proposed and these can be allocated accordingly. Electric vehicle charging points would be required by condition to

ensure that 20% active and 80% passive electric vehicle charging points are provided in line with policy DM30 and London Plan policy T6.1.

- 8.68 A contribution of £28,500 would be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area in line with Local Plan policies SP8.12 and SP8.13. This would include on street car clubs and general expansion of the EVCP network in the area and improvements to walking and cycling routes in the area. A condition will be attached to require submission of a Construction Logistics Plan (CLP) and a condition survey of the surrounding footways and carriageway prior to commencement of works on site.

Cycle parking

- 8.69 Policy DM30 and London Plan policy T5 would require provision of a total of 36 cycle parking spaces for residents in the unit mix proposed plus 2 visitor parking spaces. 38 cycle parking spaces for residents are proposed in a large cycle store on the ground floor, with a mix of Sheffield stands and stands attached to the wall. The Council's transport officer has advised that wall mounted stands would not be acceptable, however in this case a mix of cycle stand arrangements is proposed to suit different users (and wall mounted stands are not contrary to policy so refusal on this basis is not warranted). The cycle store is accessed by a separate door on the front of the building via a 1.2m wide footpath. There is sufficient space for larger bikes and electric bike sockets. 2 visitor cycle parking spaces are also proposed externally. Although the proposed plans do not provide details of all the cycle storage equipment (including stands for larger or adapted cycles) the amount of cycle storage proposed is policy compliant and final details would be required by condition.

Waste and recycling Facilities

- 8.70 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is located internally within the ground floor of the building and is of an appropriate size to accommodate the required bins. The Council's transport planner has advised that the refuse collection vehicle should be able to stop within 20m of the furthest bin; officers have measured the plans, and this would be achieved. A single door is shown providing access to the bin store, and details of the exact opening are required to ensure this is sufficient to allow access for bin collection.
- 8.71 The access road to the bin store is wide enough for a refuse vehicle and there is sufficient turning space on the site, plus 2m wide paths for operatives to drag bins from the store to the refuse vehicle. A 10sqm bulky good store is also provided on site (by the cycle store)
- 8.72 Details are acceptable and a condition will be attached for submission of final details, along with a servicing and delivery management plan.

Flood Risk and Energy Efficiency

Flood risk

- 8.73 The site is within flood zone 1 and at low risk of surface water flooding. The proposed surface water drainage strategy is for infiltration via a soakaway tank of 130 m³ which would be positioned below the car park on the western side of the site. Rainwater pipes and permeable paving would feed into the attenuation tank. A second, smaller infiltration tank of 15.2m³ would be positioned at the rear of the building for rainwater drainage from the rear balconies as these would be at a lower land level than the main tank. Permeable paving would be used across the car park with water routed the soakaway via site drainage.
- 8.74 The proposed surface water drainage strategy has been reviewed by the LLFA, with the appropriate tweaks made. Infiltration rates have not been confirmed yet by site investigation but the LLFA is satisfied that infiltration is feasible.
- 8.75 Residents have commented that the levels indicated on the drainage layout plan are not to Ordnance Survey Datum. The LLFA has confirmed that given that the intended strategy is to discharge surface water to ground via infiltration, the strategy proposed would not be affected as the depth of proposed infiltration features relative to proposed finished site / ground floor levels would not change. In the event that the preferred infiltration system not be viable, then an alternative strategy of discharging surface water to sewers would need to be developed. Depending on how these proposed levels relate to the existing levels indicated on the Thames Water sewer records, the applicant will need to confirm whether any proposed connection to sewer is achievable by gravity or if pumping will be required.
- 8.76 A condition would be included to require full & final detailed design of the infiltration system at which time the actual proposed site & drainage levels can be confirmed. It has been concluded that the strategy is acceptable subject to conditions requiring 1) liaison with Thames Water to agree discharge rates and connection to a public sewer in the event that infiltration is not feasible and 2) detailed design of the infiltration system incorporating any requirements set out by the Environment Agency with regards to the site's location with a Ground Water Protection Zone (GW SPZ II). The proposal complies with Local Plan policy DM25 and London Plan policy SI13.

Energy efficiency

- 8.77 London Plan policy SI2 requires major developments to be zero carbon by reducing greenhouse gas emissions in accordance with the energy hierarchy. An energy statement has been submitted stating that the scheme could achieve a 38.24% reduction in on-site regulated emissions. An energy statement has been submitted. It follows the London Plan energy hierarchy, outlining that energy efficient mechanical and electrical services would be utilised as well as high levels of insulation. Solar photovoltaics would be positioned on the roof (18.05kWp). The solar panels are not shown on the roof plan but PV panels are commonly positioned alongside green roofs so this is feasible and final details can be secured by condition. These measures would achieve a CO₂ reduction of 35% and the remainder would be offset by way of a financial contribution to achieve zero carbon standards. The carbon offset contribution would be £46K and this would be secured by S106 agreement (16.15 tonnes of CO₂ x £95 per tonne x 30 years).

8.78 Water consumption would be minimised by use of dual flush toilets and flow restrictors on showers and taps to ensure water consumption of less than 105 l/p/d. Details are acceptable.

Conclusion

8.79 The provision of 19 flats in this backland location is acceptable in principle. There is an existing access road to the site and the site is large enough to sustainably accommodate increased residential use. The proposed block would not be particularly visible from the public highway but would be of a high quality design and high quality materials have been specified. 58% family sized homes would be provided and 6 affordable units. The quality of accommodation is acceptable and the quantity of car parking, cycle parking and access arrangements are all acceptable. Tree losses would be mitigated by replacement planting and landscaping and ecological features and habitats would be protected. There would be increased overlooking towards the rear of properties on Ridge Langley but this alone would not be a reason to refuse the scheme. On balance, the application is recommended for approval subject to conditions and legal agreement.

8.80 All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

Other matters

8.81 The development would be liable for a charge under the Community Infrastructure Levy (CIL).

8.82 All other planning considerations including equalities have been taken into account.