

1.0 APPLICATION DETAILS

Ref: 21/03703/FUL
 Location: 18 Rectory Park, South Croydon CR2 9JN
 Ward: Sanderstead
 Description: Demolition of existing property and construction of a block of 5 flats plus 3 houses with associated access, car parking and landscaping (amended description).
 Drawing Nos: 920:1151/PL101D; 102A; 103A; 104A; 105A; 106; 107A; S20/7928/01
 Agent: N/A
 Applicant: Mr James Caldwell, Turnbull Land Ltd
 Case Officer: Yvette Ralston

	1 bed	2 bed	3 bed	TOTAL
Existing	0	0	1	1
Proposed (all market housing)	2 (2x1b2p)	3 (2x2b3p, 1x2b4p)	3 (3x3b6p)	8

Number of car parking spaces	Number of cycle parking spaces
10	18 (16 long stay, 2 visitor)

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

- Objections above the threshold in the Committee Consideration Criteria
- Referral to committee from Cllr Lynne Hayle and Cllr Yvette Hopley, both Sanderstead ward.

2.0 RECOMMENDATION

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

- A financial contribution of £12,000 for sustainable transport improvements and enhancements.

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

2.3 That the Director of Planning and 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 / prior to above ground works conditions

3. Submission of Construction Management Plan and Construction Logistics Plan
4. Submission of a Construction Environmental Management Plan for biodiversity (CEMP: Biodiversity) including grassland removal strategy, and vegetation clearance works to be carried out outside of the nesting bird season (September-March, inclusive).
5. Submission of materials / design details
6. Submission of landscaping, child play and communal amenity space details including 9 replacement trees.
7. Submission of final SUDS details

Pre-occupation / compliance conditions

8. Compliance with Arboricultural Assessment and Tree Protection Plan
9. Compliance with Ecological Appraisal recommendations
10. Submission of Biodiversity Enhancement Strategy including 9 bat boxes, ridge tiles with maintained crevices, native species etc.
11. Wildlife Sensitive Lighting Design Scheme
12. Submission of details of cycle storage and refuse storage including green roofs
13. Provision of car parking as shown on plans, with no boundary treatments above 0.6m in the sightlines, plus submission of details of the wheelchair accessible space for F1.
14. Installation of EVCPs at 20% active and 80% passive
15. Development in accordance with accessible homes requirements: F1 as M4(3); H1, H2, H3, F2 as M4(2); F3, F4, F5 as M4(1).
16. Compliance with energy and water efficiency requirements
17. Compliance with requirements of the Fire Statement
18. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Construction Logistics Informative (in relation to condition 3)
7. Refuse and cycle storage Informative (in relation to condition 9)
8. Thames Water informative (as per consultation response)
9. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing detached dwelling
- Erection of a block of 5 flats with 1 house annexed at the front of the site, plus 2 detached houses at the rear of the site (8 units total).
- A new access road on the southwest side of the site.
- 10 car parking spaces
- Communal amenity space and play space for the 5 flats, private gardens for the 3 houses, with hard and soft landscaping across the site.
- Bin and cycle storage

3.2 During the assessment of the application, amendments to the site layout have been made, as follows:

- Firstly, 1 house at the rear of the site was removed. This resulted in a revised design for the houses which are now proposed to be detached rather than a terrace of 3. The number of car parking spaces increased by 1 and the revised positioning of the car parking enabled the provision of a larger amenity space for the flats and a reduction in the overall amount of hard standing. Re-consultation on these amendments took place between 04/01/22 and 27/01/22.
- Secondly, amendments to the access were made when it became apparent that the proposed access was of an insufficient width and at the wrong angle to the road. The revised access has shifted to the north (away from the street tree, towards the centre of the site) and is proposed to be curved to achieve the correct angles and widths. The car parking space that was previously in front of H1 has been moved to the rear, resulting in a smaller private garden for H1, but allowing more landscaping on the frontage. Amendments have also been made to the cycle store. These changes were only to the site layout and would not create new material concerns, so did not require re-consultation.
- In addition, a detailed Flood Risk Assessment and SUDS report was received by the Council in February 2022. This is referred to as appropriate below.

Site and Surroundings

3.3 The application site is located on the south-eastern side of Rectory Park, adjoining Sanderstead Recreation Ground to the rear. The site comprises a two-storey detached house set within a large plot. The site is within an archaeological priority area and Sanderstead Recreation Ground is designated Metropolitan Green Belt.

- 3.4 The site has an existing vehicle crossover on the south side in proximity to a large street tree. The front forecourt is part tarmacked and part grass. Trees are present in the rear garden, but none are protected by TPOs. The topography of the site is relatively flat
- 3.5 The wider area is residential and suburban in nature comprising detached and semi-detached properties of various styles and characters. Rectory Park is a classified road (A2022). The site has a Public Transport Accessibility Level (PTAL) of 1b which is extremely poor. The site is classified as being at very low risk of surface water flooding



Aerial view of site

Planning History

- 3.6 None on the site. Relevant history on nearby sites is below

Address	Reference	Description	Decision	Date
20 Rectory Park (adjacent to the north- east)	20/01908/OUT	Outline planning permission for the demolition of existing outbuildings and alterations to the existing vehicular access with erection of 6 new residential units (1 x 3b4p, 4 x 2b3p and 1 x 1b2p) at the rear with associated landscaping,	Refused	09.06.2020

		parking, cycle and refuse storage		
59 Rectory Park (opposite)	18/05383/FUL	Demolition of the existing garage and alterations to the existing vehicular access with erection of a two-storey building to provide 6 units at the rear including a provision of associated landscaping, parking, cycle and refuse storage	Granted	31.05.2019

3.7 A pre-app took place before submission of the current scheme:

21/00137/PRE: Demolition of the existing property and erection of 4 x houses and a 3-storey block of 5 flats with associated access and parking.

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.
- The proposal includes a mix of different types and sizes of units including 3 houses and a total of 37.5% 3-bedroom (or more) units. All units provide a good quality of accommodation for future residents.
- The design and appearance of the development responds successfully to the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.

5.0 CONSULTATIONS

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

5.2 Thames Water was consulted following representations from residents raising concerns around the impact of the development on flooding in the area. Thames Water stated that they had no objection to the proposal subject to use of appropriate informatives. Informatives will be attached to require the applicant to:

- Demonstrate which measures will be undertaken to minimise groundwater discharges into the public sewer.

- Follow the sequential approach to the disposal of surface water

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 6 letters of notification to neighbouring properties. The number of representations received in response to the 2 public consultations are as follows.

6.2 No of individual responses: 58; Objecting: 57; Supporting: 1

6.3 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
<i>Character and design</i>	
Too large, too dense, too many dwellings, overdevelopment	Addressed in paragraphs 8.5-8.17 of this report
Contemporary design not in keeping	
Development at the rear should not be allowed. Rear houses are not subservient	
Height of front building at 10.13m will dwarf neighbouring properties and those opposite. 3 storeys is incongruous in the street.	
The rear houses overlook Sanderstead Recreation Ground which would detract from the visual amenity of the Rec.	
Front facing balcony not appropriate	
Bin store screening inadequate	The proposed bin store has been relocated from the original plans, and would be screened from the street by hedging. A green roof is also recommended.
Proposed levels have not been shown on the plans so the officer's claim regarding lack of retaining walls on the boundaries is unsubstantiated	The site is flat so there would be no requirement for retaining walls
<i>Highways impacts</i>	
Inadequate car parking provided	Addressed in paragraphs 8.44-8.52 of this report
Adverse impact on traffic, parking and pollution on this busy road	
The site is on a bend. Egress sightlines compromised at crossover so causes risk to pedestrians and	The crossover is to be retained in the same place as existing. Appropriate sightlines are achieved. A condition will require no obstructions above

school children crossing the road and other vehicles	0.6m in the sightlines (within the site).
Transport assessment inadequate as it does not assess additional demand on public transport	The submitted assessment is proportionate to the impacts and size of the scheme. The proposal is unlikely to create significant additional demand on public transport.
Refuse collection point close to road which will mean servicing from road and congestion	Servicing will take place from the road, as is currently the case. This is not unusual and would not cause congestion out of the ordinary.
Space for mobility scooters and motorcycles is not provided	This is not a policy requirement
No space for bulky waste is proposed	This will be required as part of the refuse and recycling condition
<i>Impacts on landscape and biodiversity</i>	
Will destroy mature gardens and trees	Addressed in paragraphs 8.34-8.43 of this report
Potential for bats and nesting birds to be present in the trees and badgers on the site.	
Concreting over the back garden	
<i>Flooding impacts</i>	
No SUDS details	Addressed in paragraphs 8.56-8.58 of this report
No consideration of impact on water supply or pressure to neighbours	
Area at risk of flooding and sewage overflow	
<i>Impacts on neighbouring amenity</i>	
Noise and overlooking to neighbours	Addressed in paragraphs 8.27-8.33 of this report
The rear houses are visually overbearing to neighbours	
The road to the recreation ground will become overcrowded	
Light pollution	
Refuse collection lorries on the access road will cause noise and disturbance to neighbours	
<i>Other</i>	
Will set precedent for overdevelopment	Each application is assessed on its own merits
Crime	The proposal benefits from passive surveillance, lighting is to be secured by a condition, and it is not likely to introduce new opportunities for crime.

No need for flats	The Croydon Plan identifies a significant need for new homes, which includes flats.
Impacts on local infrastructure such as educational and medical facilities	A CIL contribution will be required
Area is an archaeological priority area	This is acknowledged, but the house has previously been redeveloped for housing, and this designation does not in itself prevent development.
Area is in the green belt	The site is not in the Green Belt. The recreation ground to the rear is Metropolitan Green Belt.

6.4 The Riddlesdown Residents Association objects to the proposal on the following grounds. Objections were received on 8th August 2021 and 5th January 2022 plus an updated objection on 4th February 2022:

- Flood Risk Assessment is limited
- Serious concern is reiterated regarding the impact of 8 additional units on the Brancaster Lane foul sewer. The foul sewer in the centre of Rectory Park flows in a southerly direction down Rectory Park and a smaller sewer in Brancaster Lane. Sewage flooding often takes place in a property at the southern end of Brancaster Lane. Regular surface water flooding takes place under the rail bridge in Lower Barn Road and on Mitchley Avenue. This has continued throughout 2021.
- This development will increase pressure on the foul water sewer system in Riddlesdown and the Council and Thames Water are not improving this.
- There are a number of new flats draining into this sewer (net gain of 134 or 179 if all undetermined are approved).
- The applicant has not undertaken percolation tests for the soakaways. This should not be left as a planning condition.
- All planning applications that drain into the Brancaster Lane sewer should be refused until the matter is resolved.
- An application at 77 Rectory Park (21/02875/FUL) was recently refused and one of the refusal reasons was flood risk
- Works to alleviate surface water flooding has not been entirely successful.

6.5 *Officer note: A detailed SUDS Strategy has now been submitted. Refer to paragraphs 8.56 – 8.62 below for details.*

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

- An application at 20 Rectory park (20/01098/OUT) was refused in June 2020 on grounds of its massing.
- The pre-app report states that 23m between the front block and rear block does not raise concerns in terms of inter-overlooking. What is the different between this site and number 20?
 - *Officer note: Planning Officers regularly refuse applications for development which does not comply with the development plan. Application 20/01098/OUT (20 Rectory Park), proposed 6 units at the*

rear with significantly increased hard standing, which was materially different to the proposed development.

- Sanderstead has reached saturation point in terms of flats
- No assessment of additional transport demand. Concern about overspill parking on Rectory Park which could cause accidents.
- Flood Risk Assessment is limited and shows no information from Thames Water

6.7 Cllr Lynne Hayle has objected to the application on the following grounds and referred it to committee:

- Inadequate local foul water sewers will cause further foul water discharge flooding in Riddlesdown
- Overdevelopment of this site
- The proposed scheme fails to respect local street scene and local character
- Loss of trees and mature hedges

6.8 Cllr Yvette Hopley has objected to the application on the following grounds and referred it to committee:

- Impacts on flooding, sewage and surface water
- Unclear if the ground floor flat meets M4(3) standards
- A lift should be introduced as occupiers may be elderly people downsizing in the area.

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 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. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the site to provide a total of 8 units (5 flats and 3 houses) is acceptable.

8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms in order to ensure that the borough's need for family sized units is met, and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes. The proposal is for 3 x 3b6p houses and 2 x 1b2p, 2 x 2b3p and 1 x 2b4p flats for a total of 8 units. This mix comprises 37.5% 3-beds and offers a good mix of different sizes and types of units.

8.4 The proposed scheme on the site for 8 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

Design and impact on the character of the area

8.5 The existing building on the site is a 2 storey detached property in white render and hung tile with a pitched roof including a front facing gable and a hipped element. There are single storey side projections on either side. The building itself does not hold special architectural merit and there is no in principle objection to its demolition (subject to replacement to avoid net loss of housing).

8.6 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape. Proposals 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.

- 8.7 The proposal is for 1 building at the front of the site which would comprise a flatted block and an annexed house, and 2 detached dwellings at the rear. The principle of backland development in suburban locations would comply with the Suburban Design Guide provided it is not detrimental to the character of the area, and this must be assessed on a site-by-site basis. In this instance, the site is relatively large, and it is considered that sufficient open / green space is retained around the edge of the properties and in the centre of the site to maintain the verdant character of the area. The proposed properties at the rear are subservient to the front block and there is a separation distance of 20.5m between the front block and the rear dwellings, which would accord with guidance in the Suburban Design Guide which suggests a minimum of 15m.
- 8.8 The quantity of development at the rear of the site has been reduced as part of the assessment of the application, down from 3 houses to 2, alongside a reduction in the amount of hard standing. The rear houses are 2 storey detached houses with ridge heights approximately 1.65m lower than the front block and smaller footprints. They are therefore considered to be appropriately subservient.
- 8.9 There are examples of backland development in the vicinity. For example, the properties at 28, 34, 34A and 34B to the east are a form of backland development as these properties are set behind the street facing properties (numbers 30 to 36) on land that would historically have formed part of the frontage properties. Opposite the application site, construction is underway on a backland scheme at to the rear of 57A and 59 Rectory Park for the construction of a block of 6 flats (ref: 18/05383/FUL). The principle of backland development is therefore already partially established in this location. It is considered that the site is large enough to be able to accommodate the proposal. The size of the private gardens for the 3 houses are clearly smaller than the immediately neighbouring gardens however they are not dissimilar in size to the gardens for 28-38 Rectory Gardens where there are backland units present (28, 34, 34A and 34B). The proposed backland development is not considered to be out of character in this location.
- 8.10 The separation distance from the rear of the houses to the site boundary at the rear, where the site adjoins Sanderstead Recreation Ground, is 6m. The houses are 2 storeys plus roof with a total height of 8.7m and are not considered to have a detrimental impact on the openness of the Recreation Ground (Metropolitan Green Belt) at the rear. The separation distance to the northern side site boundary from H2 is 1.6m and the separation distance to the southern side site boundary from H3 is around 3.5m across the car parking space.
- 8.11 Access to the rear houses would be via a new access road on the south side of the site. H3 would be visible from Rectory Park when viewed down the access road at an angle which would create an appropriate degree of passive surveillance. An area of hard standing and car parking would be positioned in the centre of the site. The access road and car parking introduce a notable amount of additional hard standing to the site, however locating all of the car parking in

the centre of the site means that it does not dominate the frontage and allows the retention of a green frontage facing Rectory Park. As mentioned, it is considered that a sufficient green space is retained across the site, with each house having access to a reasonable sized private garden and a sufficient amount of communal amenity space for the flats.

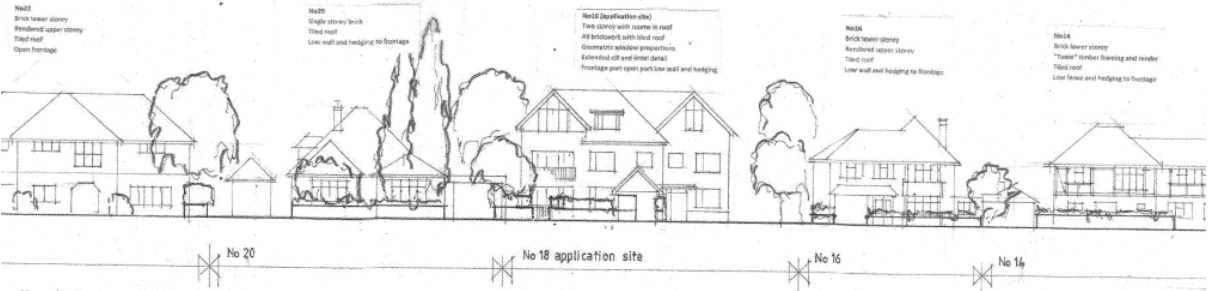
8.12 In terms of height and massing, the front flatted block, including the annexed house, is proposed to be 3 storeys in height with the third floor contained within the roof. The ridge height is approximately 1.4m higher than number 20 to the north (which is a bungalow with and a large roof), and 1.9m to 2.8m higher than the ridge height of number 16 to the south. The block respects the height of neighbouring properties on Rectory Park which are generally 2 storey detached properties plus roof, although they vary in size, styles and materials. The set back of the annexed house on the front block means that the proposed front building line responds to neighbouring properties and the angle of the road, and makes the attached house appear subservient which is supported in principle. 45-degree lines from the closest ground floor windows of neighbouring properties are not breached in plan or elevation by the proposed building at the front.

8.13 Properties along the street are generally separated by single storey garages. The existing property on the application site has a wide frontage at ground floor level of over 20m in total including the single storey, pitched roof side projections on either side. The proposed building at the front has a reduced width of 16m. The spaciousness on the site that is characteristic of the area is retained in the proposed scheme; the separation distance to number 16 would 7.8m across the access road. The building mass would be closer to number 20 than the existing situation as there would no longer be single storey side projection on this side, however the separation distance would be 5.8m (not including the garage of number 20) which is generous. The building is considered to sit comfortably within the street scene and to comply with the Suburban Design Guide.



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

Extract from Suburban Design Guide SPD (surrounding buildings 2 storey detached)



- 8.14 In terms of the proposed site layout, car parking is concentrated in the centre of the site so would not be obtrusive within the street scene. Hard standing is proposed to be permeable. The frontage area would comprise grass, hedging and 2 new trees. The vehicle crossover would be retained in its existing position and widened (away from the street tree) to a 5.5m width at a 90-degree angle to the road, which would be achieved by introducing a curve in the access road. The access road has a segregated pedestrian zone of 1.2m in width, and there is a separate pedestrian path from the pavement to the front door of the flatted block. The bin store for the flatted block is on the front forecourt in an enclosure with a pitched roof but this is screened from the road by hedging, and the cycle store is in the central paved part of the site. Each of the 3 houses have individual cycle and bin stores in their gardens. Access to the rear amenity space for the flats would be through the central core of the block. The front boundary treatment is proposed to be a low wall, as per the existing.
- 8.15 The proposed design approach is a contemporary reinterpretation. The roof design, materiality and fenestration are informed by local characteristics. The proposed brown multi brick as the main facing material is appropriate and the reconstituted stone window cills and lintels are supported. The front facing balconies to the flatted block and the glazed gable windows are more contemporary features however these have been well integrated into the design. Final details and samples of the materials and detailed drawings of the windows, including reveals of at least 225mm, and entrance porches will be required by condition.
- 8.16 A Topographical survey has been provided, which shows that the site is relatively flat, and varies in height by no more than 0.5m across the majority of the site, with overall variation of approximately 1m across the whole site. The proposal would retain the existing site levels along the boundaries, and there are therefore no requirements for excavation or retaining walls.
- 8.17 The proposal is considered to comply with policies SP4.1 and DM10 and London Plan policy D3 as it is of an appropriate height and mass and a suitably high design quality which responds appropriately to its context and contributes positively to the street scene.

Quality of Accommodation

- 8.18 The National Design Guide states that well designed homes should be functional, accessible and sustainable. They should provide internal environments and associated external spaces that support the health and well-being of their users. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They should be adequate in size, fit for purpose and adaptable to the changing needs of their occupants over time. 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.

- 8.19 Within the front flatted block, each of the proposed units complies with space standards and internal layouts are sensible with adequate storage areas and hallways. All are dual aspect although flats 3 and 4 on the first floor would have their second aspect obscured, both of which are secondary kitchen windows, in order to protect neighbouring amenity. They could still provide ventilation and daylight. This is acceptable.
- 8.20 The house annexed to the front flatted block provides an open plan living and kitchen area and 3 bedrooms. Triple aspect is provided with a private garden and a parking space at the back. The 2 rear houses provide 2 reception spaces at ground floor level and 3 bedrooms on upper floors. They would be dual or triple aspect with private gardens and 2 car parking spaces each. A good quality of accommodation would be provided.
- 8.21 Accessibility requirements have been considered in accordance with London Plan Policy D7. Within the flatted block, unit F1 (1b2p) on the ground floor would be a M4(3) wheelchair accessible unit and a wheelchair accessible parking space is provided for flat F1 at the rear in close proximity to the door. A representation has raised concern that this unit may not actually be M4(3) compliant. This will need to be assessed in full by Building Control, but it will be a requirement of any permission on this site (by condition) that unit 1 fully complies with M4(3) requirements. Flat 2 on the ground floor would be accessible in a step-free manner and would therefore be M4(2) compliant. Units 1 and 2 would also have step-free access to the facilities of the site, including the rear amenity space and play space, bin store and bike store.
- 8.22 No lift is provided so the upper-level flats (units 3, 4 and 5) would not be M4(2) compliant. London Plan policy allows some flexibility in the application of this policy on small sites. In this instance, a lift would serve only 3 units and it is not considered pragmatic to require inclusion of a lift as it would not only be hugely expensive for the 3 occupiers (due to increased service charges) but would also require an increase in the size of the building, which is unlikely to be supported. The 3 upper floor flats would therefore achieve M4(1) building regulations standards only. A wider car parking bay is also provided for house 1 at the front. Step-free access to the front door of the rear houses is provided via the pedestrian path alongside the access road.
- 8.23 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 proposed ground floor units of the flatted blocks have private terraces and upper floor units have inset balconies (flat 5 in the roof has 2 balconies). The proposed houses each have private gardens which vary in size from around 18sqm (H1) to around 90sqm (H2). Hedging is shown on the site plan to indicate separation between private amenity spaces and the central car parking space, however full details will be required as part of the landscaping condition.
- 8.24 A communal garden of around 66sqm for the flatted block is also provided, incorporating around 12sqm of children's play space in accordance with Local Plan policies DM10.5 and DM10.4. The amenity space is shown to be grassed

and bounded by a hedge; full details of this and the play space will be required as part of the landscaping condition.

- 8.25 A Fire Statement has been provided in line with London Plan policy D12. This demonstrates that a fire appliance can access all units including those at the rear via the road, evacuation assembly points are on the hard standing outside of the buildings, internal measures such as fire detection and alarm systems, escape lighting and an openable vent at the head of the stair enclosure within the block, plus passive precautions such as the use of appropriate fire-resistant construction techniques, materials, doors, wiring etc. Details are acceptable in principle and will be assessed in full as part of any building regulations approval.
- 8.26 The proposal would provide a good quality of accommodation for future occupiers in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

Impacts on neighbouring residential amenity

- 8.27 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels. The nearest residential properties are 20 Rectory Park to the north and 16 Rectory Park to the south. The property adjoins Sanderstead Recreation Ground to the rear.
- 8.28 In terms of the front block, it has already been mentioned that there is no breach of 45-degree lines in plan or elevation from the front and rear facing windows of the neighbours on either side.
- 8.29 At the sides of the front block, there would be a separation distance of 5.8m to the boundary with number 16 and 1.0m to the boundary with number 20 (which has a garage adjacent to the boundary, resulting in a 6.2m distance from the proposed block to the house at number 20). These separation distances comply with the Suburban Design Guide and would maintain visual gaps in the street scene. The front building is not considered to have an overbearing impact on neighbouring properties or impact unacceptably on their outlook.
- 8.30 Number 20 has a side dormer facing the site at first floor level. This is assumed to be a bedroom window. The roof space at no.20 has several windows providing additional views and outlook, and although the side facing window is not afforded significant protection (in line with para. 2.9.3 of the Suburban Design Guide), it would be approximately 8m from the proposal, which is sufficient to maintain some daylight and outlook. There are 2 side facing windows proposed in the front block at first floor level looking towards number 20 however these are obscure bathroom windows. This does not raise overlooking or privacy concerns. On the opposite side, number 16 does not have windows facing the site. There is one first floor window proposed facing number 16 which similarly is an obscured bathroom window. The front block does not raise any overlooking concerns.

- 8.31 The proposed boundary treatment on the south side, adjacent to the new access road, is a new 1.8m high hedge. This is considered to provide adequate screening between the application site and number 16 and to mitigate noise and fumes.
- 8.32 In terms of the rear houses, these have their main outlook towards the recreation ground at the rear and towards the front block. Care has been taken to ensure there are no side facing habitable windows facing towards the rear gardens of the neighbours. Side facing windows at first and second floor level are to the stairs only, and house 4 also has an obscure bathroom window at first floor level. It will be possible to look out of the front bedroom window at first floor level towards neighbouring gardens at an angle. The closest window-to-window distances from the rear houses and the adjacent neighbours would be 25m (to no.20) and 24.5m (to no.16) which significantly exceeds the guidance in the London Plan Housing SPG (of 18-21m). This is a long separation distance, and it is not unusual to be able to see into neighbouring gardens from upper floor windows in suburban locations so this does not raise significant concerns. The roof level windows do not raise overlooking concerns.
- 8.33 Any potential amenity impacts on neighbouring properties have been adequately mitigated so the proposal complies with Local Plan policy DM10.6.

Trees and landscaping

- 8.34 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.
- 8.35 There are a total of 9 trees/groups proposed for removal, all of which have been classified as category C trees. Trees proposed for removal include 2 small holly trees, the front boundary hedge and a small group on the frontage (T2, T3, G1 & H1). At the rear, 4 trees and 1 hedge are proposed for removal (T12, 13, 14, 16 & H4). T16 (for removal) is a large ash tree but is suffering from ash dieback.
- 8.36 The loss of these trees/hedges is to be mitigated by replanting and re-landscaping. The landscaping and planting plan has not yet been detailed but 7 new trees are shown on the plans on the southern boundary (5 trees) and the frontage (2 trees) with some areas of new hedging. At the rear, close board fencing and hedging is proposed. On the northern boundary, existing hedging and trees are to be retained. Areas of amenity grass and play space are shown on the plan. As part of the landscaping condition, a minimum of 9 new trees will be required to ensure there is no net loss across the site.
- 8.37 Retained trees on the boundaries (outside the site) would experience a small amount of root incursion by the proposed development on the site, however 'no dig' principles plus a cellular confinement system would be used. No objection has been raised by the council's Tree Officer.

- 8.38 There is a large street tree (T1) outside the site and the proposal involves widening the existing vehicle crossover away from the tree so there is no impact on its RPA.
- 8.39 The proposal is considered, subject to conditions, to comply with Local Plan policy DM10.8 and DM28.

Ecology

- 8.40 Local Plan policy DM27 seeks to protect and enhance biodiversity in the borough. A Preliminary Ecological Appraisal and Bat Survey Report has been undertaken. The Extended Phase 1 Habitat Survey was carried out on 19th August 2021. No evidence of badgers, dormice or birds' nests was found on the site. It is stated that the site is likely to be used by commuting hedgehogs, so it is recommended that clearance is carried out outside of hedgehog hibernation periods. It is also recommended that a Construction Environmental Management Plan for Biodiversity (CEMP: Biodiversity) is submitted to outline protection measures for habitats during construction and this will be required by condition.
- 8.41 The property was identified as being of moderate potential to support roosting bats. Therefore, bay emergence surveys were carried out on 30th August and 20th September 2021. During the emergence surveys no bats were identified emerging from the property, and very low activity was recorded by common pipistrelle bats with a single brown long-eared call recorded. The results confirm that the property does not support any roosting bats. No bats were identified in the outbuilding either. However, given the potential for roosting bats nearby, and the potential loss of habitat arising from the redevelopment, bat boxes and crevice ridges are proposed to mitigate the impact (to be secured by conditions).
- 8.42 London Plan policy DM27 states that development proposal should aim to secure net biodiversity gain. The existing site has biodiversity unit score of 0.14 and without mitigation, the proposed scheme will also result in a biodiversity score of 0.14. However due to the time it takes for new habitats to be of value to a site, the overall result is of a -1.18% of habitats on site. It is therefore recommended within the PEA that a green roof is provided on the bin stores with flat roofs (those for the houses) in order to provide habitats for invertebrates and pollinators which could result in a net biodiversity gain with an overall score of +0.18 biodiversity units. Other enhancements are recommended including bat and bird boxes, hedgehog holes and bee bricks. It is further recommended by the Council's ecologist that native species are incorporated in the planting scheme, plus bug and hedgehog boxes. Submission of a Biodiversity Enhancement Strategy will be required by condition.

Access, Parking and Highway Safety

Access arrangements

- 8.43 The site has a Public Transport Accessibility Level (PTAL) of 1b which indicates very poor access to public transport. Two bus routes are within the TFL guidance walking distance from the site (640m); routes 412 (with connections to Purley Station and Croydon Town Centre) and 403 (with connections to West Croydon

and Sanderstead stations) which both have at least 4 buses per hour. These routes provide regular commuter services to town centres, stations and workplaces and are useful for regular journeys, but residents are not likely to be able to wholly depend on these bus services.

- 8.44 There is an existing vehicle crossover on the south side of the site, closest to number 16. The proposal is to re-use and widen this crossover to create the new access road. The access point would be widened to 5.5m wide, away from the street tree (T1), and the Tree Protection Plan outlines the methods that will be used to ensure the street tree is not damaged during construction. The road would be curved to ensure it meets the highway at a 90-degree angle so that appropriate visibility can be achieved. The width of the road would narrow from 5.5m at the front to 5m at the rear, and there would be adequate space for 2 cars to pass each other. The proposed width and location of crossover complies with highways guidance and would be agreed as part of a S278 agreement. A 1.2m wide pedestrian path would also be delineated alongside the vehicle access in a shared surface arrangement, which is acceptable.
- 8.45 Vehicle and pedestrian sightlines are shown on the site plan to the required standards. A condition will be attached to ensure that planting in the sightlines remains below 0.6m in height.

Car parking

- 8.46 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 9.5 (10) spaces. 10 spaces are proposed on site: 2 each for the houses at the rear, 1 for the house at the front and 1 for each of the flats. It is unlikely therefore that the development would lead to overspill car parking.
- 8.47 The tracking diagrams confirm that manoeuvring into and out of the parking spaces can be achieved safely. The parking space for H1 is between the private garden and the communal cycle store, but the edges of both structures are shown to be angled to ensure the appropriate sightlines are achieved. and the parking space designated for F1 (the M4(3)) unit is shown to be wheelchair accessible.. Electric vehicle charging points are shown on the plans and a condition would be attached to ensure that 20% active and 80% passive points are provided in line with policy DM30 and London Plan policy T6.1.
- 8.48 A financial contribution of £12,000 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.
- 8.49 A condition would 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

- 8.50 Policy DM30 and London Plan policy T5 would require provision of a total of 15 cycle parking spaces (6 for the houses and 9 for the flats) plus 2 visitor spaces.

Each of the houses have their own cycle storage enclosures in the rear garden (with external access) which is acceptable. The cycle parking for the flats is external, divided between 2 separate wooden enclosures on the hard standing in front of the parking spaces. The larger store has 4 Sheffield stands which provides space for 7 bikes, including 1 larger or adapted bike, and the smaller store has 2 wall mounted stands providing space for 2 bikes. Both would be accessed via sliding doors on the rear entrance to the flats, which is convenient for users.. These cycle storage provisions are acceptable.

- 8.51 Visitor cycle parking is shown on the front forecourt (1 Sheffield stand providing space for 2 bikes).

Waste / Recycling Facilities

- 8.52 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The refuse store for the flats is located on the front forecourt. It would be an adequate size for 3 bins required for recycling, general waste and food waste, however final details of the size and design / materiality of the enclosure can be secured by condition. Each house has its own bin store. The bin store for H1 is located across the access road on the southern site boundary so that it does not take up space within the front or rear garden.

- 8.53 The houses at the rear also have private bin stores within their gardens but would be required to deposit their bins at the collection point on the south side of the site, on the access road, on collection day. The deposit point would be located further from the front door of H2 and H3 than guidance would suggest is an appropriate walking distance for residents (25m) at over 30m from H3 and over 40m from H2. However, the deposit point would be passed by the occupiers on their way in and out of the site and, as mentioned, those homes would have private bin stores for day-to-day use (within their gardens, and well within the 25m guidance) which they would then take to the collection point on collection days. This would be slightly inconvenient for the residents of the houses at the rear but would not conflict with any policies and therefore does not warrant refusal. More pressingly, this collection point is appropriately located for collection by operatives, within 20m of the carriageway, meaning that it would comply with the requirements of the Councils waste collection team.

- 8.54 A condition will be attached requiring submission of final details of the bin enclosures and bin sizes including materials, and green roofs as described above in the ecology section.

Flood Risk and Energy Efficiency

Flood risk

- 8.55 Local Plan policy DM25 and London Plan policy SI13 outline that SUDS should be provided in all developments to ensure that surface runoff is managed as

close to source as possible. SUDS should accord with the London Plan Drainage Hierarchy and achieve better than greenfield runoff rates.

- 8.56 The site is within flood zone 1 and at very low risk of surface water flooding. It is in an area that has limited potential for groundwater flooding and there have been no instances of groundwater flooding in the vicinity. Representations have raised concern about sewage flooding in the area.
- 8.57 A Flood Risk Assessment and SUDS report has been provided outlining that the proposal would increase the impermeable area across the site from 549sqm to 708sqm. In order to manage the surface water arising from the development on the site itself and to reduce flood risk elsewhere, a detailed SUDS Strategy has been proposed. The strategy proposed for the site includes use of raingarden planters to be positioned below rainwater downpipes and 4 wall-mounted rainwater harvesting tanks. All proposed areas of hardstanding would be formed of porous surfacing with the surface water runoff to be caught by slot drains.
- 8.58 Percolation testing was carried out on 12/02/22 and it has been concluded that infiltration is not feasible on this site. Therefore, in order to capture any additional surface water flow from the site a create system attenuation tank is proposed. The greenfield runoff rate for the site has been calculated to be 0.738 l/s. The attenuation tank would restrict flows of water into the existing sewer to the greenfield rate for the site. If flows into the sewer are to take place at a greenfield rate of 0.738 l/s, this would be a lower rate of flow into the sewer than the current situation, so the proposal could improve the existing sewer flooding issues and would not result in increased risk of surface water flooding elsewhere.
- 8.59 The required attenuation space to accommodate flows from the site has been calculated to be 47.7m³. Details of the proposed siting of the attenuation tank and details of the proposed raingardens, rainwater harvesting tanks and slot drains would be required by condition.
- 8.60 Thames Water has been consulted and has stated that they would have no objection to the proposed development provided the sequential approach to the disposal of surface water is followed in line with London Plan policy SI13. The sequential approach has been followed and is outlined in the paragraphs above. In accordance with standard procedures, the developer would be required to liaise with Thames Water for prior approval to discharge to the public sewer. A standard informative to this effect would be attached to any permission.
- 8.61 The proposal would not result in an increase in flood risk on the site and would result in a decreased rate of flow into the public sewer. The proposal complies with Local Plan policy DM25 and London Plan policy SI13.

Energy efficiency

- 8.62 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part

L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

- 8.63 The provision of 8 new residential units in this location is acceptable in principle. The site is considered to large enough to support backland development and sufficient green/open space would be retained on the site. The access arrangements to the rear are acceptable and the wider site layout works well. The proposed design is considered to be a positive contribution to the street scene, and the massing is considered to sit well within the street scene. The quality of accommodation is acceptable. The quantum of car parking spaces complies with the maximum requirements of the London Plan so it is unlikely that there will be overspill parking on the street. Impacts on trees and ecology are acceptable. SUDS have been considered in detail and the proposal would result in a reduced flow of surface water into the sewer via an attenuation tank at greenfield runoff rates, which would improve the sewer flooding issues identified in the area. Landscaping details will be required by condition.
- 8.64 All material considerations have been considered, 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

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