

**PART 5: Planning Applications for Decision**

**Item 5.1**

**1 APPLICATION DETAILS**

Ref: 21/04705/FUL  
 Location: 18 Brambledown Road, South Croydon, CR2 0BL  
 Ward: Sanderstead  
 Description: Demolition of existing dwelling and erection of a three-storey building with roof accommodation comprising 7 flats, provision of new access and crossover, 5 parking spaces, refuse store, cycle parking and landscaping  
 Drawing Nos: P2 Rev X, P3 Rev K, P4 Rev G, P1 Rev A  
 Applicant: Mr Carvall  
 Agent: Mr Grainger  
 Case Officer: Victoria Bates

<b>Housing Mix</b>					
	<b>1 bed</b> (2 person)	<b>2 bed</b> (3 person)	<b>2 bed</b> (4 person)	<b>3 bed</b> (5 person)	<b>TOTAL</b>
<b>Existing</b>				1	1
<b>Proposed</b> (market housing)		4		3	7

<b>Vehicle and Cycle Parking (London Plan Standards)</b>	
<b>PTAL: 2</b>	
<b>Car Parking maximum standard</b>	<b>Proposed</b>
6	4
<b>Long Stay Cycle Storage minimum</b>	<b>Proposed</b>
14	14
<b>Short Stay Cycle Storage minimum</b>	<b>Proposed</b>
2	2

1.1 This application is being reported to committee because:

- Objections above the threshold in the Committee Consideration Criteria have been received

**2 RECOMMENDATION**

2.1 That the Committee resolve to GRANT planning permission

2.2 That the Director of Planning Sustainable Regeneration is delegated authority to issue the planning permission subject to:

- a. The prior completion of a legal agreement to secure the following planning obligations:
  - A financial contribution of £10,500 for sustainable transport improvements and enhancements;

- Any other planning obligation(s) considered necessary by the Director of Planning and Sustainable Regeneration

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

2.4 That the Director of Planning and Sustainable Regeneration is 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) Carried out in accordance with the approved drawings

#### Pre-commencement

- 3) Construction Logistics Plan to include a survey of the public highway
- 4) Landscaping and hard standing
- 5) Submission of a biodiversity enhancement plan
- 6) Sustainable urban drainage (SuDS)

#### Prior to above ground floor slab level

- 7) External materials and samples

#### Pre-occupation

- 8) Electric Vehicle Charging Points at 20% active and 80% passive
- 9) Submission of a lighting scheme
- 10) Details of playspace

#### Compliance

- 11) Implementation of car parking as specified
- 12) Accordance with recommendations set out in Preliminary Ecological Appraisal
- 13) Accessibility (six units M4(2) and one unit M4(3))
- 14) Refuse and cycle stores to be provided as approved
- 15) Accordance with the Tree Survey
- 16) Accordance with the Fire Statement
- 17) Energy and water efficiency requirements
- 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
7. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration

2.5 That, if by 3 months after the resolution has been made the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

### 3 PROPOSAL AND LOCATION DETAILS

#### Proposal

3.1 The application seeks planning permission for redevelopment of the site, involving the following:

- Demolition of the existing dwelling
- Erection of a three-storey building with accommodation in the roof comprising 7 flats
- Provision of 4 car parking spaces and storage for 16 bicycles
- Provision of an internal bin store
- Provision of hard and soft landscaping including rear amenity space

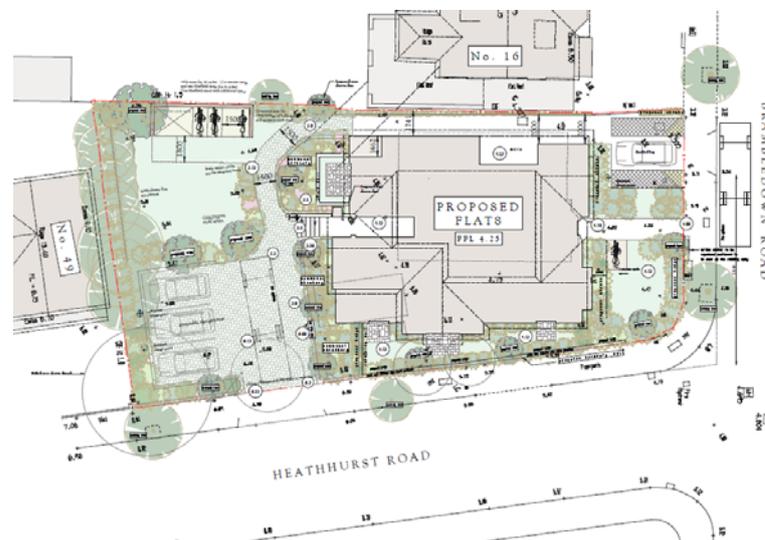


Image 1: Proposed site plan

#### Amendments

3.2 Amended plans were received during the course of the application to address officer concerns. The following changes have been made to the scheme – the bin store has been relocated and the M4(3) unit internally rearranged.

3.3 Given that the above are minor amendments and points of clarification, no further consultations were considered necessary by the LPA.

#### Site and Surroundings

3.4 The application site lies on the southern side of Brambledown Road, South Croydon, on the junction with Heathhurst Road, and is currently occupied by a two-storey family size residential detached dwelling and side garage. The dwelling is set at the same level as the street level.

#### Planning Designations and Constraints

3.5 The site is subject to the following formal planning constraints and designations:

- PTAL: 2
- Flood Risk: Zone 1, low surface water flooding, potential risk of groundwater flooding

## **Planning History**

3.6 The following planning decisions are relevant to the application:

20/06470/FUL Demolition of existing dwelling, and erection of a three-storey building with accommodation in the roof comprising 8 flats, provision of new access, 7 parking spaces, refuse store, cycle parking and landscaping **Refused** on grounds of poor quality units, biodiversity, impact on 16 Brambledown Road, highway/pedestrian safety and lack of garden.

20/01204/PRE Demolition of the existing dwelling and construction of a 3 and 1 / 2 storey building comprising 8 flats (1 x 1bed 1person, 1 x 2bed 3person, 4 x 2bed 4person, 2 x 3bed 6person) with 7 off-street parking spaces.

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

- The principle of the incremental intensification is acceptable given the residential character of the surrounding area and the need for housing nationally and locally;
- There is an acceptable mix of unit sizes with all dwellings capable of being classified as family homes;
- The quality of accommodation is acceptable for future residents;
- The design and appearance of the development is an acceptable quality, and it is not considered that it would harm the character of the surrounding area;
- The proposal would not create undue harm to the amenity of nearby residential properties and their occupiers;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- Impacts upon biodiversity and ecology is acceptable with suitable mitigation capable of being secured through condition;
- All remaining sustainability aspects can be controlled by conditions.

## **5 CONSULTATION RESPONSE**

5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

## **6 LOCAL REPRESENTATION**

6.1 A total of 6 neighbouring properties were notified about the application and invited to comment. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 111    Objecting: 111    Supporting: 0

6.2 The following local groups/societies made representations:

- Sanderstead Residents' Association (Objecting)

6.3 The following Councillor made representations:

- Councillor Hopley [objecting]

6.4 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

<b>Objection</b>	<b>Officer comment</b>
<b>Character and design</b>	
Overdevelopment	Acknowledged and addressed in paragraphs 8.6-8.11
Not in keeping with the area	
Insufficient green space	
Too high and bulky	
Obtrusive by design	
<b>Neighbouring amenity</b>	
Loss of sunlight/daylight	Acknowledged and addressed in paragraphs 8.24-27
Overlooking/loss of privacy	
Overshadowing/dominance/visual intrusion	
Disruption through construction	Acknowledged and addressed in paragraphs 8.28
<b>Quality of accommodation</b>	
Lack of playspace	Acknowledged and addressed in paragraph 8.18
Units are too small	Acknowledged and addressed in paragraph 8.12
Usability of wheelchair unit	Acknowledged and addressed in paragraph 8.20
<b>Transport and Highways impacts</b>	
Insufficient parking	Acknowledged and addressed in paragraph 8.34-44
On street parking/cumulative impacts	
Lack of parking	
Highways safety	
<b>Environmental Matters</b>	
Loss of trees	Acknowledged and addressed in paragraph 8.31
Reduction of green space	Acknowledged and addressed in paragraph 8.32
Loss of ecology and biodiversity	
Risk of Flooding	Acknowledged and addressed in paragraph 8.47
<b>Other matters</b>	
Impact of local infrastructure/communities	The development will make a CIL payment to contribute towards infrastructure and services
Insufficient refuse storage	The proposed store meets the Council's requirements.

## **7 RELEVANT PLANNING POLICIES AND GUIDANCE**

### **Development Plan**

7.1 The Council's adopted Development Plan consists of the London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012). Although not an exhaustive list, the policies which are most relevant to the application are:

#### London Plan (2021)

- D1 London's form, character and capacity growth
- 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
- G5 Urban Greening
- G6 Biodiversity and Access to Nature
- G7 Trees and Woodlands
- H1 Increasing Housing Supply
- H2 Small Sites
- SI 2 Minimising Greenhouse Gas Emissions
- SI 8 Waste Capacity and Net Waste Self-Sufficiency
- SI 12 Flood Risk Management
- SI 13 Sustainable Drainage
- T4 Assessing and Mitigating Transport Impacts
- T5 Cycling
- T6 Car Parking
- T6.1 Residential Parking

#### Croydon Local Plan (2018)

- SP2 Homes
- SP4 Urban Design and Local Character
- SP6 Environment and Climate Change
- DM1 Housing Choice for Sustainable Communities
- DM10 Design and Character
- DM13 Refuse and Recycling
- DM16 Promoting Healthy Communities
- DM19 Promoting and Protecting Healthy Communities
- DM23 Development and Construction
- DM25 Sustainable Drainage Systems and Reducing Flood Risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting Sustainable Travel and Reducing Congestion

7.2 The Development Plan should be read as a whole, and where policies conflict with each other, the conflict must be resolved in favour of the policy contained in the last document to be adopted, approved or published as part of the development plan, (in accordance with s38(5) of the Planning and Compulsory Purchase Act 2004).

## **Planning Guidance**

### National Planning Policy Framework (NPPF)

7.3 Government Guidance is contained in the NPPF, updated on 20 July 2021, and accompanied by the online Planning Practice Guidance (PPG). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Delivering a Sufficient Supply of Homes
- Promoting Sustainable Transport
- Achieving Well Designed Places

### SPDs and SPGs

7.4 There are also several Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG) documents which are material considerations. Although not an exhaustive list, the most relevant to the application are:

- London Housing SPG (March 2016)
- Technical Housing Standards: Nationally Described Space Standard (2015)
- National Design Guide (2021)

## **8 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Design and impact on character of the area
3. Quality of residential accommodation
4. Impact on neighbouring residential amenity
5. Trees, landscaping and biodiversity
6. Access, parking and highway impacts
7. Refuse
8. Flood risk and energy efficiency
9. Other planning issues
10. Conclusions

### **Principle of development**

8.2 The Croydon Local Plan sets out a housing target of 32,890 homes over a 20-year period from 2016-2036 (1,645 homes per year). The London Plan requires 20,790 of those homes to be delivered within a shorter 10-year period (2019-2029), resulting in a higher target of 2,079 homes per year.

8.3 The Croydon Local Plan also sets out a target for development on Windfall sites of 10,060 homes (approximately 503 per year). The London Plan requires 6,410 net completions on small sites (below 0.25 hectares in size) over 10 years, with a small-sites housing target of 641 per year.

- 8.4 CLP Policy DM1.2 seeks to prevent the net loss of small family homes by restricting the loss of three-bedroom units and the loss of units that have a floor area of less than 130sqm. The existing property is a four-bedroom detached home in excess of 130m<sup>2</sup> and as such the proposal would not result in the loss of a small family home.
- 8.5 CLP 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 to meet the borough's need for family sized units and ensure that a choice of homes is available in the borough. Of the 7 units proposed, 3 units would have at least 3-bedrooms. At a provision 43% the proposal would exceed the strategic target and would contribute to the provision of family housing in the borough.

### **Design and impact on character of the area**

- 8.6 Policy D3 of the London Plan state that development should make a positive contribution to the local character, public realm and streetscape. It should incorporate the highest quality materials and design appropriate to its context. Policy DM10 of the Croydon Local Plan has a presumption in favour of 3 storey dwellings, which should respect the development pattern, layout; siting, the scale, height, massing, and density; and the appearance, existing materials, and built and natural features of the surrounding area, taking into account cumulative impact. Policies SP4.1 and SP4.2 of also require development to be of a high quality which respects and enhances local character.
- 8.7 London Plan Policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way. Policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the site lies within 800m of a railway station (Sanderstead) then H2 promotes incremental intensification.
- 8.8 The proposed building would be three storeys in height, plus accommodation in the roof. The ground floor units would be partially below ground to the rear. The dwellings on adjacent sites can be seen in image 2 below; 16 Brambledown Road is two storey within roof space accommodation in the form of front dormers, whilst 66 Heathurst Road has a full 3 storey gable fronting Brambledown Road. The height of the building would be taller than 16 Brambledown Road but would not exceed the height of 66 Heathurst Road. Given the land level changes rising up Brambledown Road, this stepped nature is part of the character of the area. The proposed 3 storey development with an additional floor contained within the roof space, as it would appear from the street, would be in line with CLP policy DM10.1 and would sit comfortably in the street scene.



*Image 2: Proposed street scene*

- 8.9 The existing building line along Brambledown Road would be maintained. Along Heathurst Road, the footprint of the building would be extended beyond the existing dwelling, however it would not create an overly wide frontage due to the design of the building, which provides a gable bay like that found at 66 Heathurst Road opposite, and area of landscaping along the boundary.
- 8.10 A Character Analysis has been conducted and has successfully informed the design and architectural expression of the building. The design approach is sympathetic and faithful to the street scene. The windows, forward facing gables, their pitch and proportions, and mock Tudor expression are all found in the local area on existing buildings and contribute positively to the appearance of the building.



*Image 3: CGI of streetscene*

- 8.11 The previous application was refused on character grounds because of the excessive amount of hardstanding proposed at the rear (no rear garden was proposed). Roughly half of the rear space would be a communal garden and playspace and the existing planting along the boundary with 49 Heathurst Road would be retained. This is more in keeping with the surrounding area and would help to soften the appearance of the development.
- 8.12 Overall, the design approach is considered to respect the character of Brambledown Road and Heathurst Road in terms of design, height, scale, massing and layout and the proposed landscaping is well considered.

### **Quality of residential accommodation**

- 8.13 LP 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. CLP policy SP2.8 also deals with quality and standards. The table below demonstrates the GIAs of each residential dwelling:

Unit	Size (bedroom/person)	GIA (sqm) proposed	Min. GIA (sqm)	Amenity Space (sqm)	Min. Amenity Space (sqm)	Built in storage space (sqm)	Min. built in storage space (sqm)
1	2b3p	68m2	61m2	6m2	6m2	2.2	2
2	2b3p	87m2	61m2	34m2	6m2	3.4	2

3	2b3p	74m <sup>2</sup>	61m <sup>2</sup>	8m <sup>2</sup>	6m <sup>2</sup>	3.4	2
4	3b4p	82m <sup>2</sup>	74m <sup>2</sup>	9m <sup>2</sup>	7m <sup>2</sup>	3	2.5
5	2b3p	73m <sup>2</sup>	61m <sup>2</sup>	7m <sup>2</sup>	6m <sup>2</sup>	3.4	2
6	3b4p	82m <sup>2</sup>	74m <sup>2</sup>	9m <sup>2</sup>	7m <sup>2</sup>	3	2.5
7	3b5p*	112m <sup>2</sup>	86m <sup>2</sup>	12m <sup>2</sup>	8m <sup>2</sup>	4.4	2.5

*Table 1: scheme considered against London Plan Policy D6 and Table 3.1*

\*The study would be in excess of 11.5m<sup>2</sup>. If counted as a double bedroom the unit would still comply with D6 for a 4-bedroom 7-person unit.

8.14 As shown on the table above, all units comply with LP standards on minimum floorspace areas, storage space, and amenity space. All bedrooms within the proposal comply with parts 2, 3, and 4 of policy D6 in relation to bedroom size standards. Each dwelling would also have a floor to ceiling height of 2.5m for at least 75% of the floor space of the entire dwelling. All of the dwellings are dual aspect, therefore adequate light levels and ventilation will be available.

8.15 Given the above it is considered that adequate floor areas and space standards would be provided for future occupiers.

#### Amenity Space

8.16 CLP policy DM10.4c states: All proposals for new residential development will need to provide private amenity space that provides a minimum amount of private amenity space of 5m<sup>2</sup> per 1-2 person unit and an extra 1m<sup>2</sup> per extra occupant thereafter.

8.17 CLP policy DM10.4d states: All proposals for new residential development will need to provide private amenity space that all flatted development and developments of 10 or more houses must provide a minimum of 10m<sup>2</sup> per child of new play space, calculated using the Mayor of London's population yield calculator and as a set out in Table 6.2.

8.18 CLP policy DM10.5 states: In addition to the provision of private amenity space, proposals for new flatted development and major housing schemes will also need to incorporate high quality communal outdoor amenity space that is designed to be flexible, multifunctional, accessible and inclusive.

8.19 All of the units have adequate private amenity space and access to a communal garden and playspace. The proposal is capable of providing the required amenity areas and the required 24.4m<sup>2</sup> of playspace at 75m<sup>2</sup>, which is included within the indicative landscaping plan. A condition would secure final details.

#### Accessible Dwellings

8.20 LP policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'; and all other dwellings should meet the Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site.

8.21 The proposed development would be step free from the front and sloping around the building. A lift would be provided within the communal hallway. Flat 2 would appear to be M4(3) compliant, subject to building control approval. Refuse and cycle storage is on the ground floor and has level access. A disabled parking bay is provided immediately outside the proposed building and given the proposed design would allow step free access. A stair lift would be provided at the staircase to the rear, allowing access for all to the rear garden. The proposal would provide 1 unit capable of meeting

M4(3) and 6 units capable of meeting M4(2); full details would be secured at condition stage.

- 8.22 This proposal overcomes the previous refusal reason relating to the quality of accommodation – an M4(3) unit will be provided, refuse storage will be provided and a communal and playspace will be provided to an acceptable standard.

#### Fire

- 8.23 LP policy D12A states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. The applicant has submitted a Fire Statement which sufficiently demonstrates that the proposal complies with the requirements of the London Plan 2021, which will be conditioned, with final fire safety measures secured at the Building Regulations stage.

- 8.24 Overall, the standard of accommodation is considered to be acceptable, subject to conditions.

#### **Impact on neighbouring residential amenity**

- 8.25 CLP policy DM10.6 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. CLP policy DM10.6(c) outlines that proposals for development should not result in direct overlooking of private outdoor space (with the exception of communal open space) within 10m perpendicular to the rear elevation of a dwelling.

- 8.26 16 Brambledown Road is located the west of the application site and would be separated by 3.8 metres. The previous application was refused on “overly dominant, overbearing and oppressive impact on the rear habitable rooms and loss of daylight” to 16 Brambledown Road. The development would project beyond the ground floor rear building line of number 16 by 1.3 metres closest the boundary, which has been reduced from 2.4 metres in 20/06470/FUL. At first floor, the development would project by 3.9 metres closest the boundary, which has been reduced from 7.3 metres in 20/06470/FUL. As a result, both closest ground floor and first floor rear windows of 16 Brambledown Road would pass the 45-degree test set out in the BRE site layout and planning for daylight and sunlight guidance. The building would not appear overly dominant, overbearing or oppressive when viewed from the rear rooms. Number 16 has four side facing windows; three are secondary windows serving bedrooms and one serves a stairwell. Outlook from the habitable rooms will therefore not be significantly reduced as there are other windows that serve these rooms.

- 8.27 A daylight and sunlight report has been submitted; in relation to 16 Brambledown Road, the assessment considered 24 windows serving 10 rooms. All but 2 windows serving habitable spaces meet BRE guidance. The remaining two windows serve bedrooms and are one of at least two windows serving the same room. The windows serving these rooms continue to provide good levels of daylight and sunlight, as is demonstrated by the daylight distribution results. All ten rooms meet the BRE guidance for daylight distribution. Furthermore, the sunlight provision to the rear garden of 16 Brambledown Road meets the BRE requirement, with no measurable effect on this space. Overall, the scheme has overcome the previous refusal reason relating to neighbouring amenity on this neighbour.

- 8.28 The adjoining occupier to the rear is 49 Heathhurst Road. The rear elevation of the building would be located 4.5 metres closer to the site elevation of 49 Heathhurst Road than the existing property. The separation distance at the closest point would be 15.6 metres. Given that the proposed building would face onto the side of number 49 (which has no side facing windows), not the rear, this separation distance is considered adequate. In addition, the existing vegetation on the boundary will be retained which will provide screening.
- 8.29 It is considered that other properties in the vicinity, including 66 Heathhurst Road to the south-east, are of a sufficient distance to mitigate against any unacceptable amenity impacts. Details of external lighting could be secured via condition to ensure that the proposal would not result in light pollution.
- 8.30 It is acknowledged that with any build, whilst there may be slight disturbances and inconveniences for neighbouring properties, there are no grounds to refuse planning permission based on construction impacts. A Construction Logistics Management Plan can be secured through condition which would seek to protect neighbouring amenities as far as possible during this time. In addition, under the Control of Pollution Act 1974, the council has a Construction Code of Practice which sets out when construction and demolition work can occur, and it is not expected that works will be permitted to take place out of these hours. This would be placed as an informative (in the event planning permission is granted) and is enforceable under the Environmental Health Acts.
- 8.31 Overall, any potential amenity impacts on neighbouring occupiers are considered to have been adequately mitigated by spatial separation between neighbouring properties. Furthermore, the orientation of the proposed development and the existing orientation of the surrounding neighbouring properties is favourable to mitigate adverse impacts. The proposal would therefore comply with policy DM10.6 of the LP.

### **Trees, landscaping and biodiversity**

- 8.32 LP Policy G7 and CLP policy DM10.8 and DM28 seek to retain existing trees and vegetation. CLP policy DM10.8 requires proposals to incorporate hard and soft landscaping.
- 8.33 The applicant has submitted a landscaping plan which has been reviewed by the Council tree officer. A balance has been struck between hard and soft landscaping; while the applicant has sought to retain existing vegetation where possible, any losses will be mitigated with replacement planting. Four trees would be removed (all Category C or U) and replaced with 13 trees resulting in a net gain of 9 trees. Subject to a suitably worded condition to obtain full details of all landscaping features including plant species and sizes the proposal is considered acceptable in this respect. In addition, the tree officer has requested that the tree survey which includes details of replacement trees to is conditioned as part of any approval.
- 8.34 The site is not located in within a Site of Nature Conservation Area nor were any protected species identified within the Ecological Appraisal. A Bat Emergence and Re-entry Survey was also submitted which concluded that the bats are very unlikely to be roosting within the buildings on the site. Subject to an appropriately worded condition the proposal would accord with policies G6 of the London Plan 2021 and DM27 of the Croydon Local Plan 2018. The previous application was refused on harm to biodiversity as there would have been a significant loss of vegetation and no valid

ecological appraisal was submitted. The proposed scheme would provide a net gain in trees and proposes biodiversity enhancements, overcoming the previous refusal reason.

- 8.35 Subject to the imposition of an appropriately worded condition the proposal would accord with the aforementioned policies.

### **Access, parking and highway impacts**

- 8.36 The site has a Public Transport Accessibility Level (PTAL) of 2, on a scale where 0 is the worst and 6 is the best, which indicates poor access to public transport. However, the site is within 500 metres of Sanderstead Rail station and 250 metres from the 403 bus route. The site is not within a Controlled Parking Zone.

#### Access arrangements

- 8.37 The existing access would be altered to accommodate the development and would be subject to a separate highway works application. An additional crossover is proposed on Brambledown Road. The visibility splays received would ensure that the accesses are safe for all users. The car would not be able to enter and exit in a forward gear however it would be located more than 10m from junction, so there would not be an immediate conflict with other road users. This is also the existing arrangement for most of the properties on Brambledown Road.

#### Car parking

- 8.38 LP Policy T6.1 suggests a provision of up to 0.75 car parking spaces per 1-2 bedroom unit and 1 space for 3 bedroom units for developments within PTAL 2, so up to a maximum 6 spaces.
- 8.39 The proposal includes 4 car parking spaces integrated within the development site - 1 accessed from Brambledown Road and 3 accessed from Heathurst Road. This provision would result in a parking ratio of 4 spaces for 7 flats and given the PTAL of 2 would be within the maximum parking standard as set out within Policy T6 of the London Plan.
- 8.40 Furthermore, the applicant has undertaken a Parking Stress Survey in accordance with the Lambeth Methodology. While on street parking currently takes place in the immediate area it is not at or near saturation level, currently at 67% on Heathurst Road and 44% on Brambledown Road. Any overspill parking and/or visitor parking can therefore be accommodated on the highway and would not unduly impact on the parking amenity currently enjoyed by existing residents.
- 8.41 Adequate space within the rear portion of the site has been provided to ensure that vehicles can manoeuvre in and out of the parking spaces freely. Each car would have adequate space next to hedges and walls to alight safely and efficiently.
- 8.42 A condition will be included to secure electric vehicle charging points, to ensure 20% active and 80% passive points are provided in line with CLP policy DM30 and LP policy T6.1.

#### Cycle parking

- 8.43 CLP Policy DM30 and LP policy T5 (and Table 10.2) requires the provision of a total of 14 long stay cycle parking spaces for residents, to accommodate 2no. cycle spaces per unit. 2 short term cycle parking spaces are also required.

8.44 A communal bicycle store would be located in the rear garden. Door widths are wide enough to ensure users can access the store while step free access is provided. Provision has been made for 14 internal cycle spaces and an area for adapted bikes provided. Two visitor cycles parking spaces will be provided towards the front of the building (as Sheffield stands), which is acceptable. The quantum and form of storage is considered acceptable and would accord with Policy T5 of the London Plan 2021.

#### Obligations

8.45 A contribution of £10,500 will be secured via S106 agreement to contribute towards sustainable transport initiatives including on street car clubs with electric vehicle charging points (EVCPs) as well as general expansion of the EVCP network in the area in line with CLP policies SP8.12 and SP8.13.

8.46 The funding will go towards traffic orders, signing, and lining of a potential car club bay, EVCP provision including electrics and set up costs for the car club. Funding will also be used for extension and improvements to walking and cycling routes in the area to support and encourage sustainable methods of transport. This will mitigate the scheme impact given the shortfall in spaces proposed as identified above.

#### **Refuse**

8.47 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design.

8.48 A refuse store would be integrated into the footprint of the building, down the western side of the building in an undercroft area. It would be less than 20 metres from the pavement of Brambledown Road for convenient collection by refuse crews. The bulky waste store would be located close to the bike store. The applicant has demonstrated that waste can be accommodated and collected.

#### **Flood Risk and Energy**

##### Flood risk and Sustainable Drainage Systems (SuDS)

8.49 The site is at risk of surface water flooding and is at potential risk of groundwater flooding and is located within Flood Zone 1. The proposal has the potential to contribute to surface water run-off given the increase in built form and associated hardstanding. In accordance with LP policies SI 12 and SI 13 and CLP policy DM25 the development is required to provide SuDS to reduce the cause and effect of flooding. The application seeks to utilise infiltration through the use of soakaways and permeable paving and would adhere to the drainage hierarchy of the London Plan. Therefore, it is considered necessary that a condition requiring the incorporation of Sustainable Drainage Systems (SuDS) is secured as part of any approval. Subject to the incorporation of an appropriately worded condition the proposal would accord with the aforementioned policies.

##### Energy efficiency

8.50 CLP policy SP6 requires development proposals to both achieve the national technical standard for energy efficiency in new homes.

8.51 To ensure that a reduction in CO2 emissions beyond the Building Regulations Part L is achieved and that a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G is met a condition is deemed necessary.

## **Conclusions**

- 8.52 The scheme would provide new homes on a corner site which would respect the surrounding character of the area. The proposal would not cause significant harm to neighbouring amenity and would provide good quality units with a garden and car parking.
- 8.53 All other relevant policies and considerations, including the statutory duties set out in the Equalities Act 2010, the Human Rights Act, the Planning and Compulsory Purchase Act, and the Town and Country Planning Act, have been taken into account. Given 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 terms subject to the detailed recommendation set out in section 2 (RECOMMENDATION).
- 8.54 The development would be liable for a charge under the Community Infrastructure Levy (CIL).