

PART 6: Planning Applications for Decision

Item 6.2

1.0 APPLICATION DETAILS

Ref: 21/02291/FUL
 Location: 18 The Grove, Coulsdon, CR5 2BH
 Ward: Coulsdon Town
 Description: Demolition of existing dwellinghouse and the construction of a three storey plus lower ground floor level building comprising 8 flats, with associated vehicle and cycle parking, refuse store, hard and soft landscaping.
 Drawing Nos: 001, 002, D005.PL.016, D005.PL.005, D005.PL.003, D005.PL.017, D005.PL.002 Rev A, PL.003, D005.PL.010, D005.PL.015, D005.PL.018, PL.003, D005.PL.019, PL.003, D005.PL.020, D005.PL.021, D005.PL.004, D005.PL.011 Rev A, D005.PL.012 Rev A, D005.PL.013 Rev A, D005.PL.014 rev AD005.PL.0, 2020/5510/002 rev P5, 2020/5510/003 Rev P4, 2020/5510/002 Rev P6
 Agent: Arjun Singh
 Applicant: New Place Associates
 Case Officer: Muhammad Saleem

| | 1 bed | 2 beds | 3 bed | 4-bed | 5-bed | TOTAL |
|---|-------|--------|-----------------------------|-------|-------|-------|
| Existing | 0 | 0 | 0 | 0 | 1 | 1 |
| Proposed (all market housing) | 2 | 4 | 2 (2x3bed/4person units) | 0 | | 8 |

| Number of car parking spaces | Number of cycle parking spaces |
|------------------------------|--------------------------------|
| 4 | 17 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 from Ward Councillor (Cllr Luke Clancy)

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.
- A financial contribution of £1,265 for the replanting of the existing street tree

- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

CONDITIONS

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

Pre-commencement conditions

3. Submission and approval of Construction Management Plan and Construction Logistics Plan
4. Submission and approval of Construction Environmental Management Plan for biodiversity
5. Submission and approval of details of the materials specification
6. Submission and approval of external facing materials junctions
7. Submission and approval of SUDS details
8. Submission of detailed drawings of the retaining walls

Pre-Occupation Conditions

9. Submission and approval of details of EVCPs
10. Submission and approval of details of semi-mature planting on both side boundaries and a management plan for the hard and soft landscaping, sedum roof, child play and communal amenity space (details in accordance with plans)
11. Submission and approval of a wildlife sensitive lighting design scheme
12. Submission and approval of details of refuse and recycling store

Compliance Conditions

13. Implementation of cycle storage as shown on plans prior to occupation
14. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
15. Development in accordance with accessible homes requirements; one unit to be M4(3) and others M4(2)
16. Obscure glazing of all windows on proposed side elevations
17. In accordance with Tree Protection Plan and Arboricultural Impact Assessment
18. Submission of Biodiversity Enhancement Strategy in accordance with Ecological Appraisal Recommendations
19. Compliance with energy and water efficiency requirements
20. 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. 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 11)
8. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing two storey detached dwelling
- Erection of a replacement three storey building including accommodation in the roofspace and lower ground floor level comprising 8 flats
- 4 parking spaces on the front forecourt and 19 cycle parking spaces
- Relocation of the vehicular access more centrally fronting The Grove
- Communal and private amenity space, play space and hard and soft landscaping

3.2 During the assessment of the application amended plans have been received on 03/08/2021 and 04/08/2021 and uploaded to the website on 04/08/2021 and 16/08/2021. The amendments included:

- Swept Path Analysis Plan
- Visibility Splay Plan
- Tree Survey and constraints plan
- Arboricultural Impact Assessment
- Planning Statement Addendum – Fire Safety



Figure 1 - Visualisation of proposed buildings – view from The Grove

Site and Surroundings

- 3.3 The site is a rectangular shaped plot located on the southern side of The Grove comprising of a two storey detached house with a large rear garden and side garage. The property on the site is a traditional suburban style property in white render with a pitched roof. There is a large front forecourt which is paved and stepped given the land levels of the site. The dwelling is set below the street level. Land levels slope down from the street level to the rear of the site. The street also slopes upwards towards the west. The site benefits from a front and rear garden with soft landscaping and front driveway with a vehicular access to the site.
- 3.4 The area is suburban and residential in character, comprising detached properties of varying styles and materials. Dwellings have low level brick walls at the front with hedgerows, trees and shrubs, and the road has a number of street trees. There is a newly planted street tree in front of the property.
- 3.5 There is a significant difference in design/age of dwellings and topography between the application side of the street and properties facing the application site. The neighbouring dwellings are also set behind landscaped front gardens / driveways. No.16 The Grove was granted planning permission for an infill two-storey detached dwelling in July 2019 which has been completed and occupied.
- 3.6 The site has a PTAL of 2/3 which is moderate but it is located in close proximity to Coulsdon Town train station (approximately 8 minute walk) and Coulsdon South train station (approximately 16 minute walk). The Grove is part covered by the area F Controlled Parking Zone (CPZ), which has limited restrictions and does not require the use of a parking permit to park within marked bays. There are on street waiting restrictions start outside no. 16 and are operational Mon-Fri 11am-Noon with all bays in the controlled area being unrestricted otherwise.
- 3.7 The site is at low/medium of surface water flooding.



Aerial view of site

Planning History

3.8 Site history is set out below.

| Reference | Description | Decision | Date |
|--------------|---|-----------|------------|
| 20/03930/FUL | Demolition of the existing dwelling and garage at 18 The Grove and erection of a 3-storey building with accommodation in the roof space and lower ground floor comprising 9 flats (3 x 1 beds, 3 x 2 beds and 3 x 3 beds) together with 8 car parking spaces, communal amenity space, 22 cycle parking spaces, refuse / recycle facilities and associated landscaping | Withdrawn | 06.11.2020 |

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 the need for housing nationally and locally.

- The proposal includes a mix of different sized units and provides a good quality of accommodation and amenity space for residents.
- The design and appearance of the development is of a high quality, and would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The level of parking and impact upon highway safety and efficiency would be acceptable.
- The financial contribution towards the relocation of the tree will be secured via legal agreement

5.0 CONSULTATIONS

Place Services (Council's ecological consultant)

- 5.1 The Council's ecological consultant advised that they had no objection subject to securing biodiversity mitigation and enhancement measures on site via condition and a Preliminary Roosting Appraisal (PRA) being submitted prior to determination of this application. The applicant has now provided this and this has been considered acceptable.
- 5.2 The views of the Planning Service are expressed in the Material Planning Considerations section below.

6.0 LOCAL REPRESENTATION

- 6.1 The application was publicised by 94 letters of notification to neighbouring properties.
- 6.2 The number of representations received from in response to the initial notification and publicity of the application are as follows. It should be noted that there are instances of multiple / duplicate entries submitted by the same objectors and these have been counted individually.
- 6.3 No of individual responses: 38; Objecting: 38; Supporting: 0
- 6.4 The following issues 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> | |
| Overdevelopment, too large/dense/deep for the site | Addressed in paragraphs 8.2, 8.9, 8.10 and 8.12 – 8.14 |
| The height, bulk and mass will cause harm to the street scene. | |

| | |
|---|--|
| Intensification suited to more urban sites and contrary to Local Plan policies SP1.2, SP4.2 and DM10.1 and DM10.6 | Addressed in paragraph 8.19 and 8.20 |
| Flatted development out of keeping with houses along The Grove | |
| Height and depth is out of keeping with two storey houses | |
| The density of this proposal does not reflect the existing pattern of this part of Coulsdon. | |
| The proposed building design does not reflect those of the existing 1930's properties along South Drive. | |
| <i>Impacts on neighbouring amenity</i> | |
| Side windows would overlook neighbouring windows | Addressed in Paragraph 8.30 – 8.37 |
| Given depth of building this would result in loss of privacy and overlooking of neighbouring gardens and terrace | |
| Height of development would result in loss of light and overlooking of surrounding houses and gardens | |
| The development will add to noise pollution | |
| <i>Transport and highways impacts</i> | |
| Inadequate car parking provision. The street is already congested | Addressed in paragraphs 8.54-8.57 of this report This development was refused planning permission under planning ref: 20/01397/FUL and therefore not included. Addressed in Paragraph 8.59 |
| Transport assessment makes no reference to 1-3 South Drive | |
| Traffic will cause congestion, noise and pollution and damage to the roads | |
| <i>Quality of accommodation</i> | |

| | |
|---|--|
| Lack of private amenity and play space | Addressed in paragraphs 8.26 - 8.28 of this report |
| Layouts not of high quality and side windows of units would face side boundary. Contrary to NSSD which requires food levels of internal sunlight and daylight, ventilation and outlook. | The proposed side windows generally serve non-habitable areas other than 1x unit at lower ground floor level and ground floor level which form secondary bedrooms. |
| <i>Trees, Landscaping and Ecology</i> | |
| Detrimental impact on trees | Addressed in Paragraph 8.39 – 8.42 |
| The neighbouring property has found slow worms in their garden | An ecology report has been submitted and there is no evidence of slow worms on site. Addressed in Paragraph 8.45 - 8.47 |
| Paved parking area does not have provision for drainage so will increase flood risk | Permeable paving would be used on the parking forecourt. |
| <i>Other matters</i> | |
| Burden on local amenities including sewage, gas, electricity, water. Lack of provision of local infrastructure | The development will make a CIL payment to contribute towards infrastructure and services |
| Flats not appropriate in this area of single family dwellings | Flats would contribute to providing a mix of different types of housing to facilitate mixed and balanced communities. |
| <i>Flood Risk</i> | |
| No mention of surface water drainage | See Paragraph 8.66 – 8.69 |
| <i>Other Matters</i> | |
| Overdevelopment would affect drainage | See Paragraph 8.68 |
| The development cannot be justified with affordable housing needed as these will be for private sales | The development with only 8 units does not require affordable housing contribution to be provided on minor applications (under 10 units). |
| Construction related noise unacceptable | Hours of construction controlled and CLP condition to ensure this is met. |
| Impacts surrounding infrastructure | Addressed in Paragraph 8.59 |

6.5 Councillor Luke Clancy has objected to the application and referred this application to committee on the following planning related grounds:

- Overdevelopment
- Visual amenity
- Density
- Overlooking
- Parking

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 New 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. The latest version of the NPPF has an increased focus on good design.

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
- 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 of the proposal and the impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Impacts on trees
- Landscaping
- Impacts on ecology and biodiversity
- Access, parking and highways impacts
- Waste / Recycling Facilities
- Sustainability and Flood Risk

Principle of Development

- 8.2 The site's existing use is residential and as such the proposed redevelopment of 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 existing site to provide a greater quantum of homes than existing is acceptable.
- 8.3 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 on the site is 1 x 6bed family house, so the proposal would result in a net uplift of 1x family-sized dwellings in compliance with policy DM1.2.
- 8.4 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 meet the borough's need for family sized units and ensure that a choice of homes is available in the borough. In order to meet this strategic target, requirements for proportions of family sized accommodation based on PTAL are applied to major applications, and the general 30% target for 3-beds is normally applied on smaller scale suburban intensification schemes. In this case, the proposal includes only 2 x 3b4p unit (along with 2 x 1-bed units and 4 x 2-bed units) so the proportion of 3 bed units (25%) does not meet the strategic target however a good mix of different sized homes are provided and given that this is not a major application, it is accepted that it is not always possible to meet the 30% strategic requirement. In addition the proposal would result in an uplift of 3bed units in comparison to the current 1x family sized unit on site. Therefore Officers consider it would be unreasonable to warrant a refusal on this basis.

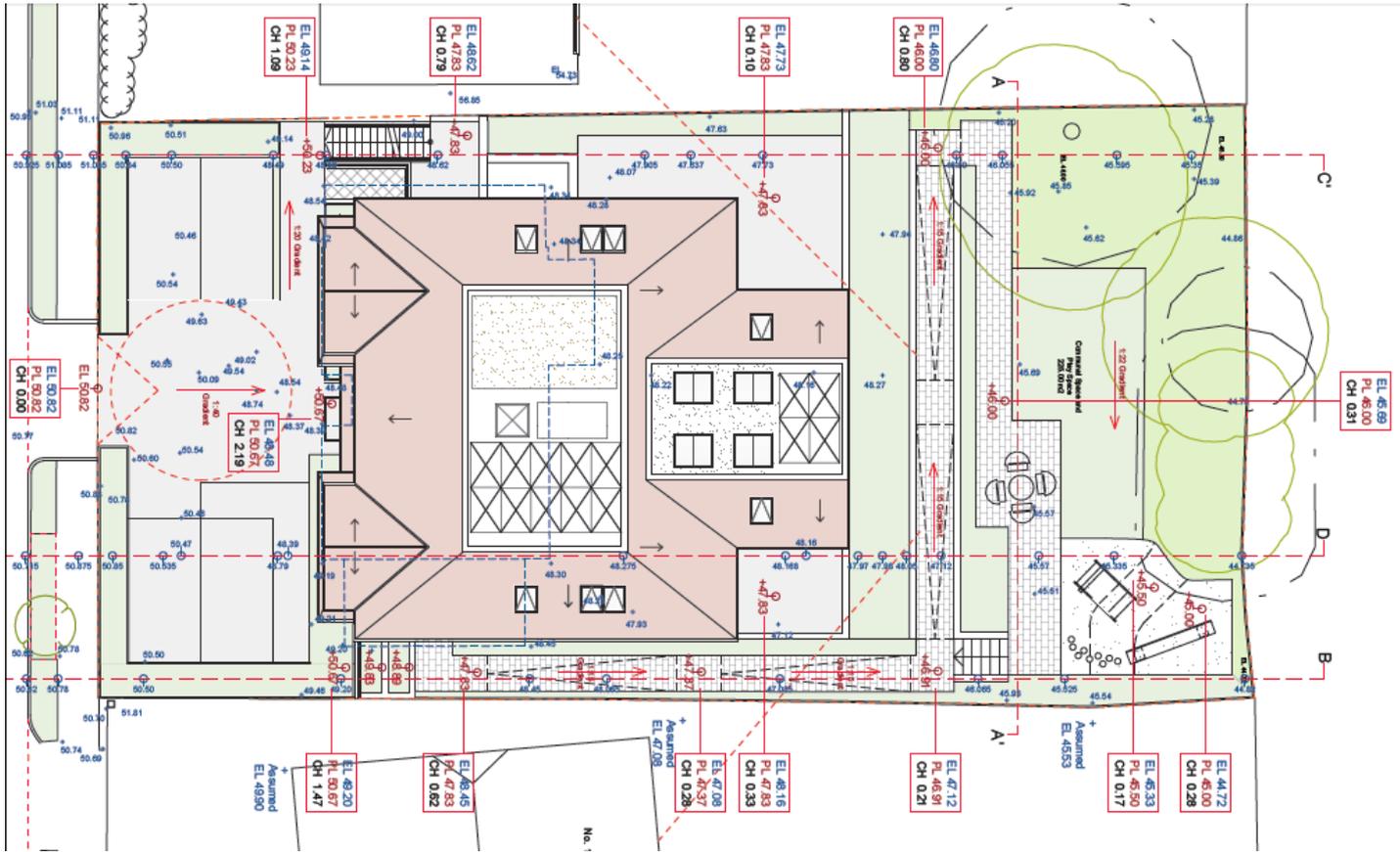
Design and Impact on the character of the area

- 8.5 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 to create sustainable communities. 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.
- 8.6 The existing building is a two storey detached property in white render with a brown clay pitched roof and a rendered middle central feature painted pink with a dormer window. It does not hold any significant architectural merit and there is no in principle objection to its demolition. The property benefits from a central vehicular access fronting The Grove.
- 8.7 The scheme has evolved through two rounds of pre-application discussion (the pre-apps were with different architects but the same applicant).

Site Layout

- 8.8 The proposal would provide a three storey building with a lower ground floor level located in a similar location to the existing property fronting The Grove. The proposal includes 4 car parking spaces on the front forecourt accessed via the proposed crossover. The Grove along with an area of landscaping and a pedestrian pathway to the front and side to allow access to the front door and rear communal garden. The private sunken rear gardens of the lower ground floor units would be soft landscaped and ground floor level private terraces would have a landscaping buffer between them and the communal garden which has ramped and stepped access. The submission includes a site plan which outlines the level changes. The proposed land level change to the sides of the site and rear sunken garden area would be minimal where the existing level to the sunken garden area ranges from 4.77m to 4.81m and the proposal would excavate this resulting in a proposed change in land levels ranging between 0.10m and 0.33m. The most significant change to the land level would be to the front of the site where it is raised to create a level access to the building. The existing land level to the front of the site ranges from 4.8m to 4.9m and this would be raised to 5m and 5.6m resulting in only a maximum level change of 700mm. The side access and areas to the property would maintain retaining walls with nos. 16A and 18A The Grove. It is also noted that the proposed land level along the boundary with no. 16A would now match the existing levels of no. 16A as this has already been built and excavated to accommodate a house with a lower ground floor level. As mentioned above the most significant change to the land levels is to the front of the site to allow level access and accommodate car parking. The area between the wall and the proposed building would be soft and hard landscaped. The details of these would be secured via condition.

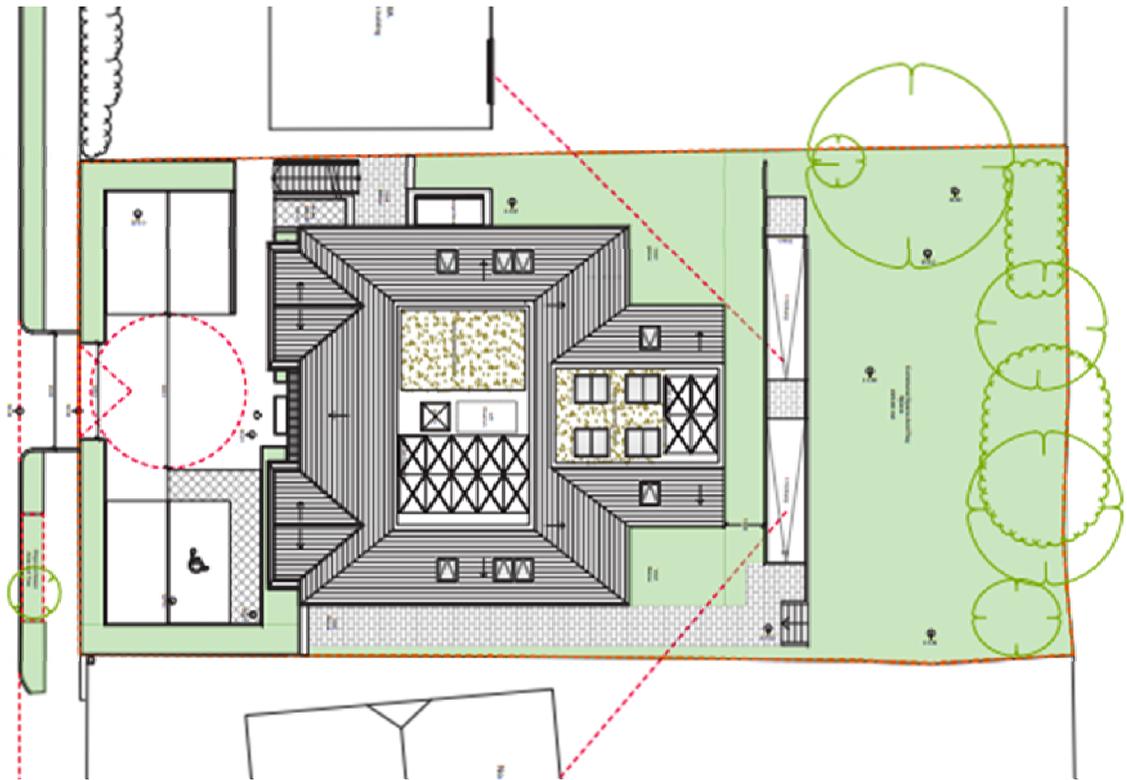




Land level changes outlined in section and site plan

8.9 The position of the proposed building is considered to maintain the existing established front building line with nos. 16A and 18A The Grove. The property at no. 16A is set forward of the existing house. The footprint of the proposed building would be larger than the neighbours however the rear depth of the proposed building would not breach the 45 degree angle taken from nearest habitable windows of the adjacent properties. In addition, the rear elevation is stepped with a hipped roof. The width of the building is 13m in comparison to the existing width of 12m which includes the adjoining garage maintaining an acceptable setback from the shared site boundaries in accordance with the relevant SDG guidance regarding relationships to neighbouring boundaries. In addition, the proposed building is considered to respond to the shape of the site.

8.10 On the basis of the above assessment, the site layout is considered appropriate on this plot.



Proposed site plan

Scale, Height and Massing

- 8.11 Local Plan Policy DM10.1 seeks to achieve a minimum height of 3 storeys on new developments and the Suburban Design Guide SPD indicates that where surrounding buildings are predominantly detached dwellings of 2 or more storeys, new developments may be 3 storeys with an additional floor contained within the roof space.
- 8.12 In terms of height and massing, given the detached dwellings on adjacent sites are 2-storey, 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 Croydon Local Plan (CLP) policy DM10.1 and guidance in the Suburban Design Guide (SDG) section 2.10 'Heights of Developments Facing onto the Street' and figure 2.10c, and is in principle supported.
- 8.13 It is noted that whilst the detached dwellings on adjacent sites are 2-storey, the existing building on the site is 3 storey. In addition, the proposed building would only increase the height by approximately 200mm in comparison to the existing dwellinghouse and continues to sit well within the existing local context. Therefore the height complies with this guidance and is considered to be appropriate.



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



Proposed massing / street elevation

- 8.14 The proposed footprint and massing which maintains adequate gaps from the shared side boundaries and maintains the established front building line along with a hipped roof ensures that the building is not overbearing within the streetscene. Whilst the width would be increased in comparison to the original house it is considered that the width would be similar to the existing neighbouring semi-detached pairs which feature double bay features with capped hipped roofs.
- 8.15 The land slopes downwards from the front of the site to the rear and the street slopes upwards towards no. 18A The Grove to the west. Whilst the excavation to create the lower ground floor level would result in a four storey building when viewed from the rear of the site it is considered that the stepped middle section of the rear elevation with a hipped roof helps reduce the overall dominance of the building. The soft landscaping to the front of the site would help enhance the street frontage.
- 8.16 In addition, the upper floors have been informed by the 45 degree lines from rear windows of neighbouring properties and the main bulk of the building does not breach the 45 degree lines.



Rear elevation showing single storey rear projection

- 8.17 In regards to the topography and land levels, a brick retaining wall would be positioned on the side boundaries shared with no. 16A and 18A and the land slopes downwards to the rear boundary. The side retaining walls would be considered acceptable given their minimal visual impact in the streetscene, given their siting. However a condition shall be imposed to ensure detailed drawings of the retaining walls are provided.

Appearance and Materials

- 8.18 The proposed design approach is sympathetic and faithful which is considered acceptable given the immediate site context. The character appraisal included within the design and access statement identifies various features within the surrounding styles of suburban housing and draws upon these in the proposed design which includes front gable features with hanging tiles, tiled roofs and aluminium windows. The proposed building references the way contrasting materials are used at ground floor level in neighbouring properties. White brick is proposed as a reference to the use of white render and the clay tiles proposed for the roof represent the overriding materials palette used locally. The proposed material palette ensures the materials respond appropriately to the surrounding context.
- 8.19 The use materials, brick banding, window reveals along with the roof profile would reduce the dominance of the proposed building. As proposed, the design of the building is considered to have a positive impact on the streetscene and would accord with relevant guidance of the SDG. However a condition shall be imposed to ensure samples and the specification of the final materials along with detailed drawings of the reveal depths and key junctions/features are submitted to and approved in writing by the Council prior to any works commencing on site.

8.20 Overall, whilst it is acknowledged that the proposed building is larger than the existing on the site and the neighbouring properties, the height is compliant with policy and the approach to the massing with the staggered rear elevation and the hipped roof, is considered to sit well within the streetscene. The design approach is high quality. The proposal is considered to comply with policies SP4.1 and DM10.

Quality of Accommodation

8.21 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 exceed the minimum space standards and internal layouts have been well thought with adequate storage space. All proposed units are dual aspect and will receive good levels of light including the lower ground floor units which would benefit from adequate sized light wells and sunken private gardens allowing ample light and outlook. Where high level windows are proposed on the side elevations these would be fitted with obscure glazing to avoid overlooking of neighbouring gardens (secured via condition), these habitable rooms are served by other large windows to ensure adequate light.

8.22 There would be one bedroom of the lower ground floor and ground floor units which would be served by a side facing window. It is considered that in the overall scheme with a secondary bedroom window being side facing would be considered appropriate in this instance and any overlooking from the side access would be addressed with obscure glazing fitted within these windows. The units on the upper floor levels would benefit from inset rear terraces.

8.23 London Plan Policy D7 states that 10% of new build housing should meet Building Regulation requirement M4(3) 'Wheelchair User Dwellings'. Unit G1 on the ground floor (2-bed) is a wheelchair user dwelling, with the appropriate turning circles and adjustments shown on plan. The remaining units meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' which requires step free access to all units and the facilities of the site. There is level access to the front entrance to each of the dwellings within the building. A lift is provided internally and land level alterations are proposed at the front to raise the ground floor level of the building. Step-free access to the amenity space is provided from the units, via the lift. The proposal complies with accessibility requirements.

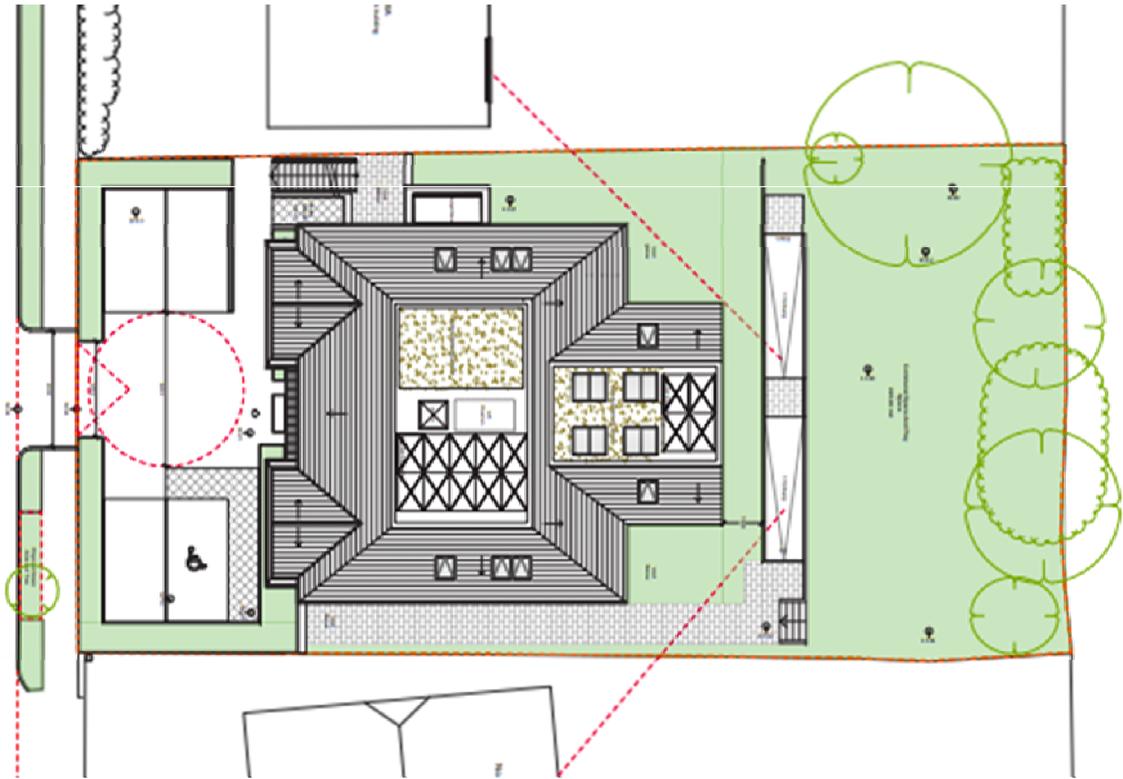
8.24 Policy DM10.4 of the Local Plan requires provision of high quality private amenity space at a minimum of 5sqm per 1-2 person unit and an extra 1sqm per extra occupant thereafter. Private amenity space is provided in the form of balconies or private rear gardens for the units which measure between 7.3sqm and 35.6sqm which is considered appropriate for the 1bed, 2bed and 3 bed units. The private amenity spaces are screened by the boundary fences and ensure adequate levels of privacy being maintained for future occupiers. The inset balconies for the upper floor level units have views only directed to the rear communal garden.

- 8.25 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.
- 8.26 The proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.
- 8.27 Communal amenity space of approximately 225sqm is also provided (including the space at the very rear of the garden which is occupied by large trees). This space comprises formal and informal areas including lawn, planting, seating and play. The details of this would be secured via condition.
- 8.28 In summary, the proposal would provide good quality accommodation for future occupiers internally and externally in accordance with Local Plan Policies SP2 and DM10 and the London Plan policies D6 and D7.

Impacts on Neighbouring Residential Amenity

- 8.29 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.
- 8.30 The nearest adjoining occupiers are in properties to the east (no.16A) and west (no.18A). Whilst the depth of the building would project beyond the rear elevations of both these neighbouring properties at nos. 16A and 18A the proposal would not breach the 45 degree line taken from the nearest ground floor and first floor habitable room windows of these adjacent properties. The front elevation of the property would not project beyond the neighbouring front elevations of nos. 16A and 18A.
- 8.31 Policy DM10.6c seeks to protect the first 10m of the garden from direct overlooking. Given the positioning of the proposed building and the use of obscure glazing in side facing windows, it would not result in the overlooking of the first 10m of the rear garden of these properties. Therefore the proposal would not result in any significant harmful impact on the amenities of these properties in terms of loss of light, outlook or an increased sense of enclosure.
- 8.32 A Daylight and Sunlight report has been undertaken to assess the impacts of the proposed development on the side and rear windows of the adjacent properties at nos. 16a and 18a The Grove. The vertical sky component (VSC) analysis, which measures the amount of sky visible from a centre point of a window indicates that all (14) windows of 16a and 18a The Grove retain 80% of their former VSC which complies with BRE guidance. Therefore the development would not have a noticeable impact on daylight levels of these windows.
- 8.33 In terms of sunlight, the Annual Probable Sunlight Hours (APSH) test, which measures the amount of direct sunlight that can reach the windows, indicates that the 14 windows of nos. 16a and 18a The Grove would each receive some reduction in APSH but would continue to receive in excess of the recommended

BRE guidelines for sunlight hours. Annually the guideline is for windows to receive 25% of available sunlight hours and the windows tested will receive 35-42%, and in winter the guideline is 5% and the windows will receive 10-15%, so the development would not have an unacceptable impact on sunlight levels to these windows.



Proposed site plan showing relationship with neighbouring properties

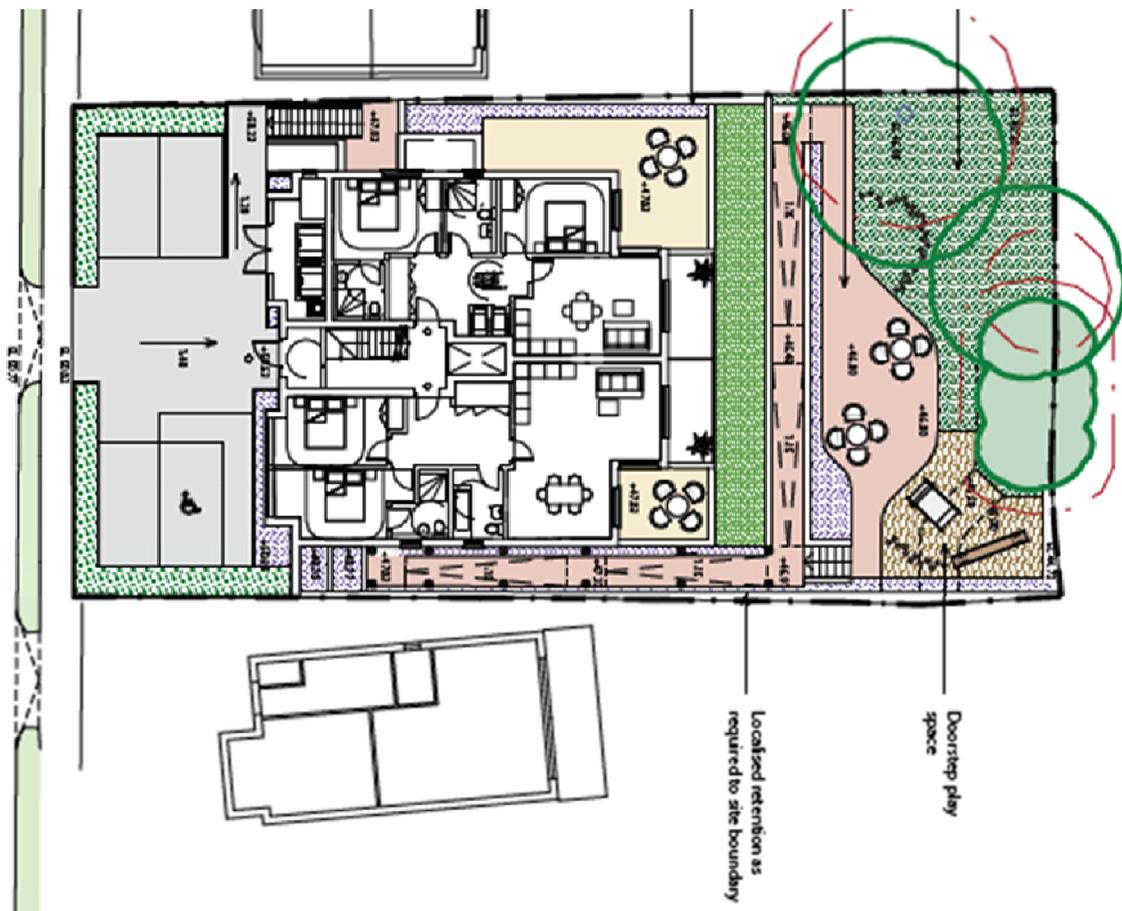
- 8.34 The property at no. 16A features a window at ground floor and first floor level within the side flank wall facing the application site. This property at no. 16A was granted planning permission in July 2019 under planning ref: 19/01007/FUL. The approved plans show the layout where the windows serves a utility room and the landing. The property at no. 18A does not feature any side windows. Therefore the proposed building would not result in any overlooking or loss of light of habitable areas.
- 8.35 The side openings featured within the side elevations of the proposed building would serve W/Cs, bathrooms and windows to bedrooms (at lower ground floor and ground floor level). These side windows would be fitted with obscure glazing to safeguard neighbouring amenities in terms of overlooking and loss of privacy and this shall be secured via condition. The amount of overlooking of adjacent rear gardens of neighbouring properties from the rear first floor windows of the proposed building would be no greater than currently experienced from the first floor windows of the existing house.
- 8.36 On both boundaries, existing trees are to be retained to further assist with screening between the properties.

- 8.37 There are terraces on the rear elevation of the proposed building however these are all inset so do not raise overlooking concerns towards neighbouring properties or the first 10m of neighbouring gardens. Outlook would be over the rear amenity space of the site and towards the trees which provide screening from the rear properties at nos. 13 to 19 South Drive which are also sufficiently set back from the rear of the proposed building.
- 8.38 It is considered that any potential amenity impacts have been adequately mitigated and the proposal complies with policy DM10.6.

Trees and landscaping

- 8.39 Policy DM10.8 and DM28 seek to retain existing trees and vegetation. There are 5 trees within the site and 1x newly planted street tree to the front of the property. The trees range in classification as Category U to C. The proposal would maintain the 3 trees within the rear garden (T2 – Silver Birch, T3 – Plum tree and G4 – Leyland Cypress) which are all adjacent to the side and rear boundaries of the garden. The proposal would involve removal of the small tree within the rear garden (T1 – Willow) which is classified as a Category U tree to facilitate the construction of the development and allow for the soft landscaped rear area. The tree also appears to have significant decay at its old pruning points. The removal of this tree (T1 – Willow) to allow for the development which is considered acceptable.
- 8.40 This tree (T1 - Willow) is considered to be a dead tree and its removal has been agreed by the Council's Tree Officer.
- 8.41 The proposal to maintain the trees outlined above which have been illustrated on the site layout. A tree protection plan is proposed to ensure these trees are protected during construction and will be conditioned.
- 8.42 The 1 newly planted street tree (T5) adjacent to the front boundary which is fronting The Grove has been planted where the proposed central vehicular access would be situated. The tree has been planted since pre-application discussions for this site took place. Given that the tree was planted earlier this year the Council would consider it acceptable to relocate the tree this coming planting session when the tree is in its dormant stage. The Council's Trees and Woodlands Officer advises that this particular species of tree (*Betula nigra*) does not like being moved once planted and if this tree perishes the Council would have to fund the replacement. Therefore a payment of £1,165 would be secured via legal agreement for any replacement tree. The applicant has agreed to this and the new position to the eastern side of this street tree is shown on the site plan. In addition, the Council's Tree Officer also considers the intention to relocate this recently planted street tree to facilitate the new central access to be a reasonable approach and raise no objection.
- 8.43 Local Plan policy 10.8 requires proposals to incorporate hard and soft landscaping. A good quality landscaping scheme is proposed. At the front, permeable paving is proposed for the front forecourt with demarcation shown in the paving between the designated parking bays and the general forecourt area.

8.44 The proposal would provide soft landscaping along the front and side boundaries. The front boundary maintains and enhances the green frontage. The rear garden areas would be soft landscaped along with the communal garden along a buffer between the front elevation and the front parking area. To the side and rear are pathways with stepped and ramp access which would be paved. The play space provision of 25sqm is situated to the south eastern corner of the communal garden which measures 225sqm. Policy DM10.4 (table 6.2) would require 20.8sqm of play space for the site, calculated using the Mayor of London's population yield calculator. This approach is supported where the playspace would exceed the Mayor of London's population yield calculator requirement of 20.8sqm. A condition shall be imposed to ensure details of planting and species are provided as part of a landscaping plan.



Proposed soft and hard landscaping plan

Impacts on Ecology and Biodiversity

8.45 The site is not within an area of any protected habitats and there are no conservation concerns with the site.

8.46 However a Preliminary Ecology Appraisal has been submitted following public comments relating to Slow Worms being found within the rear garden of a neighbouring property. The Preliminary Ecology Appraisal identified that the building on site had low potential for roosting bats given the condition of the property and there are no sheds or outbuildings. No mammals were recorded on

site but the garden provides suitable habitats for species such as hedgehogs. Birds were recorded on site but not within the building. There is no presence of badger setts on site or within close proximity of the site. The site is heavily managed and tidy and all lawns are mown tight to the boundaries. There is no areas of cover or refuge and no reptiles are present. The ecology survey has not found any presence of Slow Worms on site.

- 8.47 Details of the surveys and mitigation and enhancement measures have been reviewed and agreed in principle. Conditions will be attached to ensure compliance with all mitigation and enhancement measures detailed, and submission of a Biodiversity Enhancement Strategy and a wildlife sensitive lighting design scheme.

Access, Parking and Highway Safety

- 8.48 The site has a Public Transport Accessibility Level (PTAL) of 2 but separate discussions between the applicant and TfL have taken place and TfL have agreed with the applicant that this site is within a PTAL 3 which indicates moderate access to public transport.
- 8.49 The Grove does not have a bus route and is not a classified road. The site is not within a CPZ and however, on street waiting restrictions start outside no. 16 and are operational Mon-Fri 11am-Noon with all bays in the controlled area being unrestricted.

Access arrangements

- 8.50 The proposal is to move the vehicular crossover to the west so that it is more centrally located within the site than existing. The crossover would measure 4.5m in width.
- 8.51 The proposed crossover would require the removal and repositioning of the newly planted street tree which has been agreed by the Council and as set out in the section above. The proposed relocated position of the tree has been illustrated on the proposed site plan. The distance from the crossover is considered acceptable.
- 8.52 Representations have raised concerns about visibility from the crossover. It has been demonstrated that the required pedestrian and vehicular sightlines from the vehicle crossover point can be achieved. A condition will be attached to ensure that no planting or obstructions above 0.6m in height are located within the sightline areas.
- 8.53 There is no separate pedestrian walkway to the main building entrance however given the low number of parking spaces and that the 6m space between the parking bays is the minimum required for vehicle manoeuvres, on balance, it is accepted that there is not sufficient space for a segregated pedestrian path on this site and given the limited number of parking spaces it is considered that the proposed arrangements would not result in an unacceptable impact on safety.

Car parking

- 8.54 In an area of PTAL 2 and 3 in outer London, London Plan Policy T6 requires up to 0.75 spaces for 1-2bed units and 1space for 3bed units. This would equate to a maximum of 7 car parking spaces. It is often not desirable to deliver the maximum amount of parking on site as this can, amongst other things, promote unsustainable travel patterns.
- 8.55 The Council normally requires 1:1 parking on sites such as this, (which would mean a requirement for 8 car parking spaces). However the London Plan requirements for PTAL 2 and 3 (which are the same) would require 0.75 parking space for 1-2 bed units and 1 space for 3bed unit which results in a total of 7 car parking spaces being required. Given that 4 parking spaces have been proposed, this would result in an overspill of 3 cars. As such, in order to justify the shortfall of 3 car parking spaces a parking survey in line with the Lambeth Methodology was undertaken. The survey assessed on-street parking availability within 200m walking distance of the site on two typical weekday overnight periods. It considers The Grove, Woodcote Grove, The Drive and The Chase and establishes that there is sufficient space for any overspill on-street parking in unrestricted locations (70 spaces in total). The Parking Survey has taken into consideration committed developments at 40 Woodcote Grove Road approved for 5 flats and 4 The Chase approved for 2 houses. The Council disagrees that there is no overspill from these developments, however given the distance from the proposed development it is considered that the overspill would not have any significant impact on The Grove as there are closer roads to these approved development sites.
- 8.56 For a robust assessment of this application Officers would have to calculate parking stress on The Grove by using the 7 on-site parking requirement which results in an overspill of 3 cars. This would bring the number of vehicles parked to 64 which results in a parking stress of 83% based on the latest survey in April. This results in two parking spaces until 85% is reached which is considered acceptable. This means that there is sufficient on-street capacity on surrounding roads for a 1:1 parking space requirement as there is sufficient space for an overspill of 4 cars to occur and result in a parking stress of less than 85%. Therefore it has been demonstrated that there is sufficient parking capacity for the proposed development, without causing detrimental impacts to highway safety
- 8.57 Furthermore, the site is located close to the bus route which travels along The Avenue and is an 8 minute walk from Coulsdon Town railway station which means that residents may be inclined to use public transport rather than drive cars, which would be supported.
- 8.58 Swept paths for the parking spaces are provided (using a 4.8m car as required), demonstrating that the spaces are accessible for ingress and egress in forward gear. 20% active and 80% passive electric vehicle charging points would be provided in line with London Plan requirement. One disabled car parking space is provided with extra width to enable manoeuvring.
- 8.59 A contribution of £12,000 will be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area including on street car clubs with electric vehicle charging points (ECVPs) within the South Croydon /

Purley Oaks area as well as general expansion of the EVCP network in the area in line with Local Plan policies SP8.12 and SP8.13. The funding will go towards traffic orders at around £2500, signing, lining of car club bay, EVCP provision including electrics and set up costs for the car club. Every residential unit is to be provided with a minimum 3-year membership to a local car club scheme upon 1st occupation of the unit. Funding will also be used for extension and improvements to walking and cycling routes in the area and improvements to local bus stops to support and encourage sustainable methods of transport.

8.60 Conditions will be attached to require a condition survey of the surrounding footways, carriageway and street furniture prior to the start of any works on site. This would need to be accompanied by photos and a report of any areas which may be of concern (this would be secured as part of the CLP condition). Given the site's location a Construction Logistics Plan (CLP) is required and will be secured by condition.

8.61 Cycle parking

8.62 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 15 cycle parking spaces for residents and 2 short stay cycle parking for visitors.

8.63 A total of 19 cycle spaces are proposed within a lower ground floor level cycle storage area (10 spaces within the two tier racks, 8 spaces within the Sheffield stands and 1 accessible space). The plan annotates that 17 spaces are for residents and 2 for visitors within the cycle store at lower ground floor level. . Therefore the lower ground provides a total of 19 cycle parking spaces exceeds the requirements outlined above and is considered acceptable. This can be accessed via a side access and a cycle track situated to the western side of the building. The cycle store can be accessed via an internal lift allowing cycles and accessible bikes to be accommodated. The internal cycle store. The lift and access doors would be 1.2m wide to allow for the cycles to be accessed and would have automatic doors. The proposed bike stands are a mixture of two-tier and Sheffield stands. One of the Sheffield stands is suitable for use by wider and adapted bikes and visitors. Details are acceptable and a condition will be attached to ensure compliance with the approved details.

Waste / Recycling Facilities

8.64 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 situated within the building envelope and accessed via double doors within the front elevation.

8.65 The proposed scheme would also provide bulky goods storage to the western side of the property adjacent to the parking area which is considered acceptable in size and siting. The details of refuse storage along with adequate bin capacity sizes of 1280L (given the ample space within the bin store area) this shall be secured via condition.

Flood Risk and Energy Efficiency

Flood risk

- 8.66 The site is located within an area at very low risk of surface water flooding. The site is also in area where there is potential for groundwater flooding at the surface but there has been no instances of groundwater flooding within the vicinity of the site.
- 8.67 The applicant has submitted a Flood Risk and Surface Water Management Statement in support of the application. The site is situated within Flood Zone 1 which is considered to have a very low probability of fluvial or tidal flooding. Whilst the site does lie within a Critical Drainage Area as well as a location which has the potential for groundwater flooding to occur at surface, it should be noted that due to the site's topography the site is at low risk from surface water flooding and groundwater flooding.
- 8.68 The applicant proposes sustainable drainage measures for the proposed development in accordance with Policy DM25 of the Local Plan with all surface water runoff from hardstanding areas managed through a combination through of permeable paving and planting strategy and site wide SuDs.
- 8.69 A condition shall be imposed to require further details of the proposed sustainable drainage measures in accordance with Local Plan policy DM25 and London Plan policy S113.

Energy efficiency

- 8.70 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) as outlined in the submitted Energy Statement by BASE Energy, and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

- 8.71 8 flats in this location is acceptable in principle. The proposed design, massing, site layout and quality of accommodation is acceptable, with good quality landscaping, shared amenity and play space proposed. Mature trees would be retained and protected. One tree in the rear garden would be removed with compensatory soft landscaping proposed. Amenity impacts on neighbouring properties have been successfully mitigated. 4 car parking spaces are proposed and it has been demonstrated that there is sufficient space in the surrounding roads to accommodate overspill car parking, and the location close to a bus stop may encourage people to use sustainable modes of transport. The proposal is also acceptable on ecology, flooding and sustainability grounds.
- 8.72 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

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