

**1.0 APPLICATION DETAILS**

Ref: 21/00108/FUL  
 Location: 81 The Glade, Croydon CR0 7QN  
 Ward: Shirley North  
 Description: Demolition of existing dwelling and erection of a 4 storey building comprising 9 flats with associated landscaping and amenity space, and relocation of vehicular crossover.  
 Drawing Nos: 81TG-GA-10C; GA-11D; GA-30C; GA-31E; GA-40C; GA-50D; GA-51C; GA-60A; GA-61A; GA-62A; GA-70A; GA-FS; EX-01; EX-02; EX-03; 5966-R01 Rev 1  
 Agent: Mr Davies, Redbanksia  
 Applicant: Mr Davies, Redbanksia  
 Case Officer: Yvette Ralston

	<b>1 bed</b>	<b>2 beds</b>	<b>3 bed</b>	<b>TOTAL</b>
<b>Existing</b>	0	0	1	1
<b>Proposed</b> (all market housing)	4 (4x1b2p)	2 (2x2b3p)	3 (3x3b4p)	9

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
7	18 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 Sue Bennett

**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 £13,500 for sustainable transport improvements and enhancements.
- Membership of car club for all residents for 3 years.

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 of Construction Management Plan and Construction Logistics Plan
4. Materials / details to be submitted
5. Submission of landscaping, child play and communal amenity space details
6. Submission of SUDS details

#### Pre-Occupation Conditions

7. Obscure glazing on first and second floor windows on the northern elevation, with the exception of bedroom 3 in flat 6
8. Compliance with Arboricultural Assessment and Tree Protection Plan
9. Implementation of cycle storage, plus 2 visitor spaces, and refuse storage as shown on plans prior to occupation
10. Implementation of car parking as shown on plans with no boundary treatments above 0.6m in the sightlines
11. Installation of EVCPs at 20% active and 80% passive
12. Development in accordance with accessible homes requirements
13. Compliance with energy and water efficiency requirements
14. 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 8)
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 part 1, part 2 storey detached dwelling
- Erection of a replacement building of 3 storeys plus roof comprising 9 flats
- 7 parking spaces on the front forecourt and 18 cycle parking spaces within the ground floor of the building
- Communal and private amenity space, play space and hard and soft landscaping

- 3.2 During the assessment of the application, minor amendments to the design and site plan have been made, including:
- Inclusion of a lift and revised internal layouts
  - Insetting of balconies at the rear
  - A minor reduction in the massing
  - Additional rooflights
  - Additional planting (including taller specimens) on the Lorne Gardens boundary to improve screening
- 3.3 These amendments were not material in nature and did not require public re-consultation.



### **Site and Surroundings**

- 3.4 The site is a corner plot at the junction of The Glade and Lorne Gardens. The Glade is a wide and relatively busy classified road and Lorne Gardens is a narrow residential street. The existing property on the site is a part 1 and part 2 storey detached property in white render with a wide frontage. It has an attached garage. The wide front forecourt is fully paved with space for parking multiple cars, accessed via a crossover from the Glade. There is a large tree in the south east corner of the front garden which is not protected by a TPO. The topography is flat.
- 3.5 The site itself is not subject to any specific land use designations. The site has a Public Transport Accessibility Level (PTAL) of 1a which is very poor, but there are various bus stops on The Glade including one opposite the site. The site itself is classified as being at very low risk of surface water flooding. The wider area is suburban and residential in character, comprising detached properties of varying styles and materials.



*Aerial view of site*

## **Planning History**

3.6 Site history is set out below.

<b>Reference</b>	<b>Description</b>	<b>Decision</b>	<b>Date</b>
93/02288/P	Erection of single storey front and rear infill extension	Granted	01.12.1993
05/04872/P	Alterations; erection of single/two storey side/front extension, single storey rear extension, dormer extensions in rear roof slope and construction of pitched roof over existing two storey rear addition	Refused	04.01.2006
06/02503/P	Alterations; erection of single/two storey side/front extension, single storey rear extension and construction of pitched roof over existing two storey rear addition	Refused	18.08.2006

06/02505/P	Alterations; erection of single storey side/front extension, single storey rear extension, and construction of pitched roof over existing two storey rear addition	Refused	18.08.2006
06/03704/P	Alterations; erection of single storey front extension and rear extensions	Granted	23.10.2006

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

- 20-03818-PRE: Demolition of the existing dwelling and redevelopment of the site to provide 9 flats in a 2-4 storey building with associated landscaping, parking, cycle storage and amenity space

#### 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 including 30% 3-bed units and provides a decent quality of accommodation for residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed landscaping scheme will result in an enhancement to the street scene and in increase in the number of trees on the site.
- 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

#### 6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 8 letters of notification to neighbouring properties. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 27; Objecting: 26; Supporting: 1

6.3 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
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<b>Character and design</b>	
Overdevelopment of the site	Addressed in paragraphs 8.5-8.15 of this report
Building is overbearing, too high, out of character / not in keeping with the area	
<b>Neighbouring amenity impacts</b>	
Overlooking and privacy concerns raised by 73 The Glade, 83 The Glade, 79 Lorne Gardens, 11 Camrose Close	Addressed in paragraphs 8.23-8.29 of this report
Noise from 30 occupants	
No daylight and sunlight report	
Concern around subsidence to neighbouring properties caused by planting of new trees/plants	
Noise disruption	Noise from residential occupiers in 9 flats would not be out of the ordinary in this residential location.
<b>Parking</b>	
Insufficient parking will lead to overspill parking on Lorne Gardens	Addressed in paragraphs 8.33-8.41 of this report.
Insufficient turning space on the site so vehicles will have to reverse onto the Glade which is dangerous	
There is a lack of safe crossing points on The Glade and the development could cause more traffic which is dangerous.	
<b>Other</b>	
The outside space is inadequate for the number of dwellings	Each dwelling has a policy compliant quantity of private amenity space and there is also shared amenity space and play space available for residents.
No improvement to supporting infrastructure or public transport is proposed	A CIL contribution will be provided.
With 30 bed spaces, is it intended that the development is used as a hotel?	The proposed use is residential.

6.4 The Monks Orchard Residents Association objects to the proposal on the following grounds:

- The proposed density is 274.5hr/ha which is too great. A proposal in this location should be 'gradual or gentle densification'. According to the Council's 'Small site evidence base' the proposal is an overdevelopment for this typology and suburban setting.
- Does not reflect the character of the area with regard to massing or density, and does not reflect the Borough Character Appraisal for the "Shirley Place".
- No lift is proposed

- *Officer note: a lift has been added*
- The nearest flats are 250m away so this is out of character
- Bike store is forward of the building line
  - *Officer note: this has been amended and the front building line is in line with number 83*
- It does not comply with London Plan policy D2 because of the absence of an Infrastructure Delivery Plan and because there are no plans to improve public transport in the area
  - *Officer note: this is a minor application and policy D2 states that it will not normally be necessary for minor developments to undertake infrastructure assessments or for boroughs to refuse permission to these schemes on the grounds of infrastructure capacity.*
- It does not comply with London Plan policy D3 re density nor with TfL's Guidance on density.
  - *Officer note: MORA has requested that the officer's report comments on the detailed statistical density analysis provided in their submission. The analysis has been reviewed, however the current policy approach set out in London Plan policy D3 emphasises that developments should follow a design-led approach to establish the most appropriate form of development for the site's context. The design-led approach is being pursued by the Council and that is why the importance of Character Appraisals are emphasised in justifying a design approach. A quantitative analysis regarding density in purely numerical terms is now a less important part of the assessment process.*
- It will increase demand on public transport.
- No daylight assessment has been provided to assess impacts on 83 The Glade. The garden of this property will be shadowed and the building will be overbearing. 45 degree vertical lines are breached from number 83.
- No SUDS report has been provided
  - *Officer note: a SUDS report is provided*
- SPD2 recommends that in areas of semi-detached homes in a planned estate, that proposals should not exceed 3 storeys, and that the 3rd storey should be partially concealed within the roof form which, for gentle densification, would be considered a maximum and more appropriate for this location.
- Deficiency of play space: 120m<sup>2</sup> should be provided for 12 children according to London Plan policy S4.
- Under-provision of car parking, no EVCPs, swept paths are not provided.
- There has been a net increase of 48 new homes in the MORA postcodes in 2019 and 22 in 2020. CIL money has not visibly been spent in the MORA area to improve public transport.
- Housing targets have been met.

6.5 Cllr Sue Bennett objects to the proposal (and has referred it to committee) on the following grounds (emails received 07/02/21 and 28/03/21):

- Proposal does not comply with London Plan policy D2 regarding infrastructure requirements for sustainable densities which states that proposals should consider the provision of future infrastructure and the site's connectivity. PTAL

too low for development of this size. The Croydon LPA has no published 'Infrastructure Delivery Plan' or program for the Shirley North Ward to improve Bus or Tram Public Transport Infrastructure for the residents of Shirley North Ward over the life of the plan.

- *Officer note: It is not considered that the proposed increase of 8 dwellings would have a major impact on infrastructure capacity. A CIL contribution will be made to the Council towards infrastructure locally.*
- Use, scale and massing not appropriate
- Out of character
- Overdevelopment
- Inadequate play space for children
- SPD2 states that in areas of semi-detached homes proposals should not exceed 3 storeys and that the 3rd storey should be in the roof space.
- Overbearing and unreasonable impact on neighbours' amenity
- Loss of light to neighbouring property

## **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

- SI3 Energy infrastructure
- SI12 Flood risk management
- SI13 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
- Access, parking and highways impacts
- Flood risk and energy efficiency

### **Principle of Development**

- 8.2 The site's existing use 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 existing site to provide 9 flats - a net increase of 8 homes - 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 and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposal is for 3 x 3b4p (33%) units which complies with policies DM1.1 and DM1.2. In addition, 2 x 2b3p units and 4 x 1b2p units are proposed, for a total of 9 units.
- 8.4 The proposed scheme on the site for 9 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 is a suburban 1-2 storey detached property in white render with a partly flat roof and partly pitched roof. The building itself does not hold any architectural merit and there is no in principle objection to its demolition.
- 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 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.

- 8.7 The site is a corner plot. The immediate neighbouring property to the north on The Glade is a 2-storey semi-detached property, and properties on Lorne Gardens are also 2 storey semi-detached properties but of a smaller scale. There are various parts of the Suburban Design Guide SPD are relevant in considering an appropriate massing for this site. Where surrounding dwellings are predominantly detached dwellings of 2 storeys or more, such as those on The Glade, new developments may be 3 storeys with an additional storey contained within the roof space. However where surrounding buildings are semi-detached homes in a planned estate, such as Lorne Gardens which has a tight-knit building pattern, new developments should seek to accommodate a third storey partially contained within the roof space. Further, the site is a corner site, and additional height (1 additional storey) is encouraged on corner plots. Taking these 3 considerations into account, the proposed height of 3 storeys plus roof is considered to an appropriate balance for the various contexts within which the site sits. Any additional height than currently proposed would not be appropriate as this is not a prominent corner and it would be overbearing to properties on Lorne Gardens.



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)*

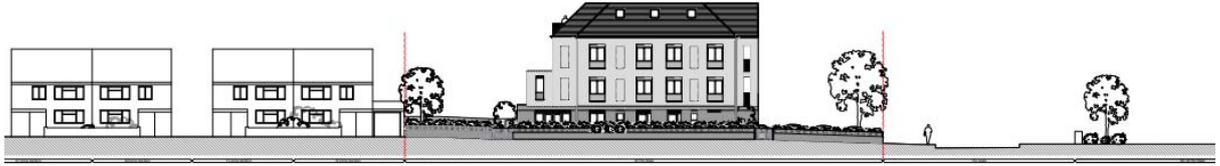


*Proposed streetscene elevation - The Glade*



Figure 2.10e: Where surrounding buildings are semi-detached homes in a planned estate, new developments should seek to accommodate a full third storey partially contained within the roof space to ensure the characteristic scale of the buildings along the street is maintained.

*Extract from Suburban Design Guide SPD (surrounding buildings semi-detached in a planned estate)*

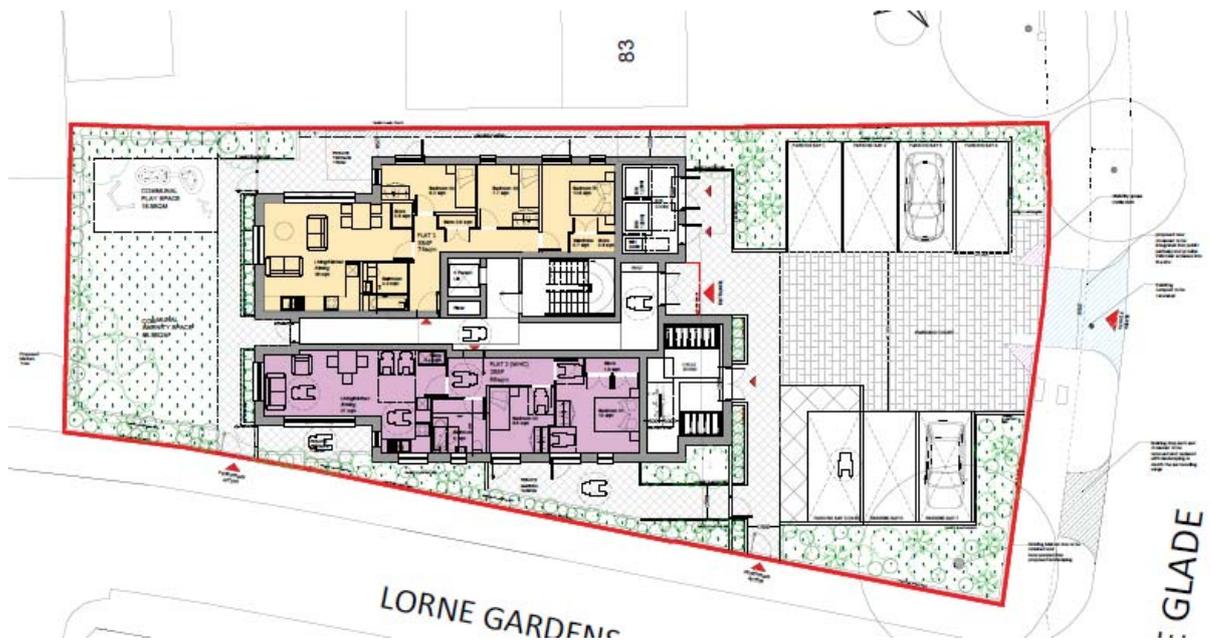


*Proposed streetscene elevation - Lorne Gardens*

- 8.8 The mass of the building is concentrated on the corner of the site where a protruding gable is proposed. The mass therefore does not feel overbearing adjacent to number 83 The Glade. The forward projecting gable creates a stepped front building line which corresponds successfully with neighbouring properties at numbers 83 and 73 The Glade as properties to the south, on the opposite side of Lorne Gardens, are set further forward than those to the north. At the rear, the mass of the building steps down to 2 storeys to reduce the impact on properties to the rear (73 Lorne Gardens). This stepping of the height of the building also helps to break up the massing on the highly visible Lorne Gardens elevation so that it does not appear overly dominant.
- 8.9 The building line (flank elevation) on Lorne Gardens is forward of the front building lines of neighbouring properties to the rear (west) on Lorne Gardens, however the proposed and existing building fronts The Glade so does not have a close relationship with these properties on Lorne Gardens. The properties on Lorne Gardens are set around 9m back from the pavement so it would not be possible for any building on this site to correspond with the front building line along Lorne Gardens. The existing property on the site is set right up to the Lorne Gardens boundary - as is the property on the opposite side of Lorne Gardens on the Glade corner, which also does not correspond with the front building lines on Lorne Gardens – the area is to an extent characterised by buildings on the corners which step forward of the side road's building line. The proposal introduces a gap to Lorne Gardens of 3.5m at the front, 0.8m at the closest point, and then 1.7m towards the rear as the building steps in.
- 8.10 The depth of the rear projection does not breach a 45 degree line from the closest rear window of 83 The Glade which indicates that it would not be overbearing. As part of the assessment, the depth of the rear projection has been reduced slightly, the exact positioning of the building has been tweaked (balancing proximity to the properties at the rear and the importance of maintaining the established front building line) and the balconies have been inset. As proposed, the position of the building is acceptable. There is a gap of 1.2m between the side of the building and the site boundary and around 2.1m to the side of the property at 83 The Glade, with this space forming part of the private amenity space for ground floor flat 1. The existing property on the site is disproportionately wide, extending all the way to the site boundary at ground floor level, and the introduction of a gap between buildings at ground floor level and maintenance of the gap above is supported.
- 8.11 The form of the building is fairly simple which is supported. Gabled and hipped roofs feature heavily in the locality and the proposed roof form creates appropriate continuity within the streetscene. The main front entrance to the building is inset with a projecting canopy above to ensure a legible entrance from

The Glade. The design approach would be described as a contemporary reinterpretation.

- 8.12 In terms of materials, the red/brown bricks proposed for the base and the lighter beige/buff brick above and grey slate roof tiling are contextually appropriate. The predominant materials in the immediate vicinity are white render with some red brick and the proposed light brick complements this. The choice of materials has been justified within the Design and Access Statement and addendum. Windows and doors have dark grey frames with appropriate reveals. Brick detailing including areas of recessed brick, projecting header bricks and soldier courses around windows are proposed to add visual interest to the facades. On the Lorne Gardens elevation, where the mass is the greatest, there is brick detailing including areas of extruded bricks and recessed panels beneath the windows. These features help to break up the mass on this elevation.
- 8.13 In terms of boundary treatments, on the southern side of the site, fronting Lorne Gardens, there is a low brick wall proposed (in the same location as the existing high brick wall) with planting in raised beds of around 0.8m in width. The planting includes some taller specimens to provide privacy to the amenity spaces on this side of the site (for flat 2). The introduction of some greenery on this frontage will be an enhancement to the street scene. Similarly, on The Glade, the proposed boundary treatment involves new raised planting beds on the frontage which would represent an improvement on the low brick wall, metal railings and hardstanding currently present.
- 8.14 In terms of site layout, 7 car parking spaces are proposed on the front forecourt. Whilst this requires a fairly significant mass of hardstanding at the front of the site, thought has been given to providing some greening in raised planters, plus some new trees and soft landscaping in front of the building, and the paving is proposed to be permeable block paving. This would result in an overall enhancement to the existing streetscene. The mature tree on the south eastern corner of the site, in the front garden, is to be retained.
- 8.15 Refuse and cycle storage is located internally at the front of the building. Access is provided through the building to the rear garden and a lift is proposed internally. Two separate pedestrian access points are provided on Lorne Gardens, with different paving proposed to delineate the pedestrian areas, and the entrance point on the Glade is predominantly for vehicles. The crossover would be moved further north away from the junction. Provision of the larger family sized units on the ground floor is sensible to allow these units easier access to the rear amenity space.



*Proposed site plan*

- 8.16 The proposal is considered to comply with policies SP4.1 and DM10 as it has an appropriate height, mass and siting on this corner plot and is of a high quality design which is considered to respect and enhance the character of the area and contribute positively to the streetscene.

### **Quality of Accommodation**

- 8.17 London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.
- 8.18 The units at ground to second floor are dual or triple aspect. Those at roof level are single aspect but with numerous rooflights so they would receive adequate levels of daylight. At first floor level, the north facing windows to flat 3 will need to be obscured but these are secondary windows so obscure glazing would not impact on the quality of accommodation. At second floor level, unit 6 has a north facing bedroom window which is the sole window serving a single bedroom. Obscuring this window would lead to an inadequate quality of accommodation, however its positioning is such that it is not directly facing one of the flank windows of number 83 (which are non-habitable in any case) so it will not be required to be obscured.
- 8.19 Accessibility requirements have been considered in accordance with London Plan Policy D7. Unit 2 on the ground floor (2b3p) is a wheelchair accessible unit. A lift is provided internally, providing step free access from ground floor to all units. All facilities of the site are accessible in a step free manner including the bins and bikes, communal amenity and play space.

- 8.20 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 gardens are proposed for the ground floor units with inset balconies for the units on the upper floors, all of which comply with space standards. The garden for flat 2 on the ground floor is fronting Lorne Gardens and thought has been given to the boundary treatment, which is a fairly substantial raised planting bed, to ensure privacy.
- 8.21 The shared garden totals around 88sqm in area. The quantum is acceptable. The space comprises lawn, 2 new trees (one of which would be a mature specimen) and perimeter planting. Policy DM10.4 (table 6.2) would require 14sqm of play space for this site. Play space of 18.5sqm is provided in the rear shared garden which is acceptable. Details of the amenity space and playspace are shown on the Landscape Plan but further details of landscaping, including exact plant specifications and play equipment, will be required by condition.
- 8.22 A Fire Statement has been provided in line with London Plan policy D12. This outlines that a fire appliance could stop outside the site on The Glade or Lorne Gardens, the evacuation assembly point is on the corner and the walls of the building are constructed to various levels of fire resistance.
- 8.23 The proposal would provide an adequate quality 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**

- 8.24 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 83 The Glade to the north and 79 Lorne Gardens to the west (rear).
- 8.25 Amendments have been made during the assessment in order to reduce amenity impacts on both properties, specifically the inseting of the balconies at the rear to avoid overlooking to 83 The Glade, plus a minor reduction in the mass of the building to provide the maximum gap possible between the rear elevation and the side of 79 Lorne Gardens.

### **83 The Glade**

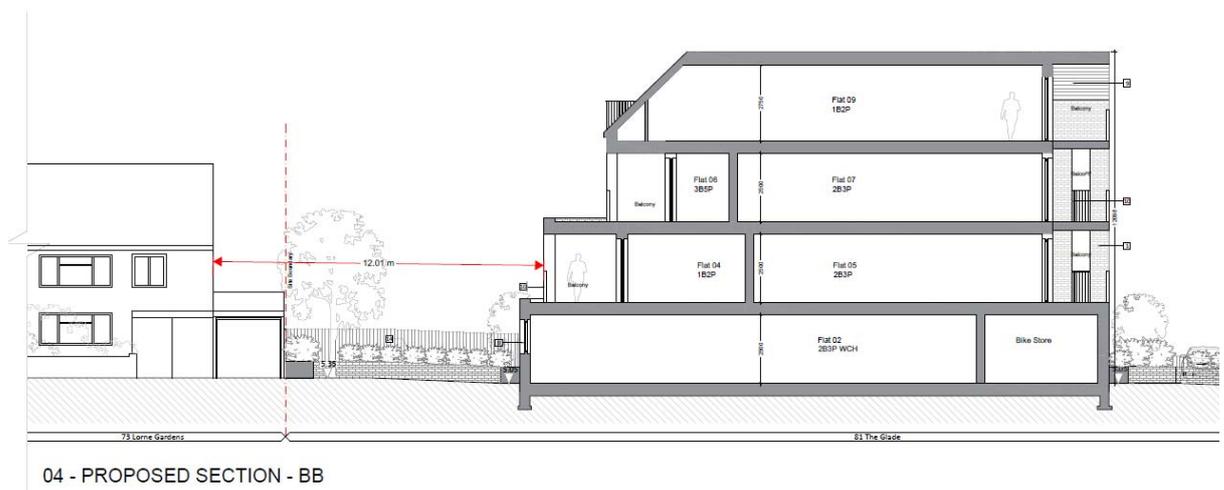
- 8.26 The mass of the proposed building does not breach a 45 degree line from the closest rear windows of number 83 in plan. A 45 degree line taken in elevation from the middle of the ground floor living room doors at the rear of number 83 would be breached by the proposed building, but this line would be breached by any building taller than the existing building on the site. A daylight and sunlight assessment has not been provided. The ridgeline of the roof is 2.5m higher than the ridgeline of number 83 and the hipped roof form helps to ensure that the mass of the proposed 3 storey building would not be overbearing to number 83. Additionally the rear section of the proposal has been pulled away from the boundary. Finally, in considering the impact of this section on the neighbour, the

orientation of the two properties needs to be taken into account – with this scheme being to the south and so likely to have a greater impact. However, as any building on this site taller than the existing would breach the 45degree rule, and as the patio door affected is one of two openings to the full width living room in no 83, this relationship is considered to be acceptable as the light and outlook available to the other window would be much less affected by the proposal.

8.27 83 The Glade also has windows facing the site at first and second floor level serving non-habitable rooms (stairwells and bathrooms). The proposed building would be separated from number 83 by 2.1m. The proposed building has north facing windows at first and second floor level and, as discussed above, those at first and second floor will be obscured with the exception of bedroom 3 in flat 6 on the second floor in order to ensure an adequate quality of accommodation for this bedroom. Windows at the third floor (roof level) do not need to be obscured. All rear facing balconies are inset to avoid sideways overlooking towards the garden of number 83.

### 79 Lorne Gardens

8.28 The flank elevation of 79 Lorne Gardens is facing the rear of the building. There are no windows in the flank elevation of number 79. The proposed building steps down from 3 storeys to 2 storeys and then one storey at the rear in order to mitigate any overbearing impacts on 79 Lorne Gardens. The separation distance at first floor level is 12m which is acceptable. The rear facing balconies will have views towards properties in the vicinity but this is not unusual in suburban locations such as this and no privacy/overlooking concerns are raised.



*Proposed separation distance to 79 Lorne Garden (rear)*

8.29 Representations have also raised concern about overlooking towards 73 The Glade. This property is on the opposite side of Lorne Gardens and any overlooking would be across the public highway at a distance of around 10m so overlooking is not a concern.

8.30 Noise from residential occupiers would not be out of the ordinary in this residential location so is not a cause for concern.

8.31 No amenity impacts on neighbouring properties are raised so the proposal complies with Local Plan policy DM10.6.

### **Trees and landscaping**

8.32 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 to assess impacts on trees on and adjacent to the site. There is only 1 tree of note on the site which is a large 'Sweet Gum' tree in a raised planter on the front forecourt (T2 – category C1) which is to be retained. The arboricultural report recommends hand digging within the RPA of the tree when removing the existing hardstanding. A condition will be attached to ensure compliance with the arboricultural method statement and tree protection plan. The other tree referenced within the arboricultural report is a street tree outside the site (T1 – category C3). This tree will also be retained and its RPA will not be impacted by the repositioning of the vehicle crossover.

8.33 There is another small tree on the Lorne Gardens elevation, behind the brick boundary wall, which is not a significant tree and does not feature in the arboricultural report. This would be removed to accommodate the new building. It is proposed that 1 new mature tree is planted in the rear garden, on the Lorne Garden elevation, plus 3 new sapling trees and various areas of shrubs/defensive planting. Overall there will be a net increase of 3 trees on the site.

8.34 A basic landscaping plan is provided at this stage showing the positions of the new trees and planting and the permeable paving proposed for the forecourt. Further details will be required by condition. The proposal is considered to comply with Local Plan policy DM10.8.

### **Access, Parking and Highway Safety**

8.35 The site has a Public Transport Accessibility Level (PTAL) of 1a which indicates very poor access to public transport. The Glade is a borough classified road and a bus route.

#### Access arrangements and car parking

8.36 The site currently has a vehicle crossover on the Glade, close to the junction with Lorne Gardens and the proposal is to relocate this further north, away from the junction. This is supported, and the proposed width of the crossover complies with highways guidance. It has been demonstrated that the position of the relocated crossover will not conflict with the RPA of the street tree. The lamp post outside the site will need to be relocated and the BT box would need to be either relocated or removed. These elements, plus the reinstatement of the existing crossover, would all be agreed as part of a S278 Agreement. The separate pedestrian access proposed from Lorne Gardens is supported.

8.37 7 car parking spaces are proposed on the front forecourt for the 9 flats. 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 11 spaces. Maximum car parking

provision is not supported because a balance needs to be struck between encouraging sustainable modes of transport on the one hand and ensuring highway safety and managing on-street parking on the other. A traffic survey undertaken in accordance with the Lambeth Methodology has been submitted to assess the availability of on-street parking in the vicinity. Surveys were undertaken on 2 overnight weekdays within 200m walking distance of the site. Parking stress was found to be 44% on average across the 2 nights (78 spaces, 33 or 36 cars parked). This is a low parking stress, indicating that there is space for some on-street parking in the vicinity. It is also worth noting that there is a bus stop directly opposite the site with a bus which travels between West Croydon and Bromley North, which may encourage residents to travel using public transport rather than car. Therefore, 7 car parking spaces for 9 flats is considered to be an acceptable quantum.

- 8.38 In terms of cumulative parking impacts from nearby developments, 5 developments have been identified which would have some overlap between their respective 200m walk distances for on-street car parking. None of these developments fall within the 200m walk distance from the application site; the closest is an application site 370m away at 34 Woodmere Avenue (awaiting decision) which proposes 1:1 car parking. The other developments are between 500 and 850m away and all report capacity for overspill car parking within their own 200m radiuses. It is unlikely that there will be any cumulative impact from overspill on-street parking associated with other proposed or committed developments in the area. Parking stress is low so, overall, it is considered that the proposal would have minimal impacts on the road network and on highway safety.
- 8.39 1 of the 7 parking bays proposed is a disabled parking bay which has extra width and is located closest to the front entrance. The parking layout has been approved by the Council's Highways Officer. A condition will be attached to ensure 20% active and 80% passive electric vehicle charging points would be provided in line with policy DM30. The appropriate pedestrian and vehicular sightlines are shown on the site plan.
- 8.40 A contribution of £13,500 will 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. In addition, every residential unit will be provided with a minimum 3-year membership to a local car club scheme upon first occupation of the unit.
- 8.41 A condition will be attached to require submission of a Construction Logistics Plan (CLP) and a condition survey of the surrounding footways and carriageway prior to commencement of works on site.
- 8.42 The car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.

#### Cycle parking

- 8.43 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 16 cycle parking spaces for residents plus 2 visitor parking spaces.

Cycle parking with 16 spaces for residents is provided in the ground floor of the building, accessed via doors from the front. A Sheffield stand for wider and adapted bikes is proposed. Visitor parking spaces are not shown on plan but there is space on the front forecourt and they will be required by condition.

#### Waste / Recycling Facilities

- 8.44 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin store is located internally within the ground floor of the building and is of an appropriate size to accommodate the required bins and in an appropriate location for collection by operatives. Details are acceptable and a condition will be attached to ensure compliance with the approved details.

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

##### Flood risk

- 8.45 The site is within flood zone 1 and is at very low risk of surface water flooding. A Surface Water Drainage Strategy has been submitted in accordance with Local Plan policy DM25 and London Plan policy S113. The proposal is for the runoff from the roof and the hardstanding areas to be routed through the permeable paving and discharged into the surface water sewer located beneath The Glade at a discharge rate of 1l/s (either via an existing connection on site or a new connection, subject to a CCTV survey to be undertaken). The attenuation storage volume required for managing the runoff from the site is 28.1m<sup>3</sup> and there is sufficient space within the permeable paving sub base, which has a plan area of 200m<sup>2</sup>. Final SUDS details will be required by condition.

##### Energy efficiency

- 8.46 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% CO<sub>2</sub> 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**

- 8.47 The provision of 9 flats in this location is acceptable in principle. The proposed design, massing and site layout on this corner plot is supported and is justified by a character appraisal. The quality of accommodation is acceptable, with good levels of accessibility around the site and the building. Landscaping and boundary treatments have been thought through, which will lead to an enhancement to the street scene, and a net increase in trees on the site is proposed. Amenity impacts on neighbouring properties have been successfully avoided. 7 car parking spaces are proposed and this quantum has been justified.

8.48 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

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

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