

Planning Sub-Committee Agenda



To: Councillor Muhammad Ali (Chair)
Councillor Paul Scott (Vice-Chair)
Councillors Toni Letts, Chris Clark, Joy Prince, Sherwan Chowdhury,
Jason Perry, Scott Roche, Gareth Streeter and Ian Parker

A meeting of the **Planning Sub-Committee** which you are hereby summoned to attend, will be held on **Thursday, 5 December 2019** at the rise of Planning Committee but not earlier than **7.45 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS BAKER
Council Solicitor and Monitoring Officer
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www.croydon.gov.uk/meetings
Wednesday, 27 November 2019

Members of the public are welcome to attend this meeting.

If you require any assistance, please contact the person detailed above, on the righthand side.

To register a request to speak, please either e-mail

Democratic.Services@croydon.gov.uk or phone the number above by 4pm on the Tuesday before the meeting.

N.B This meeting will be paperless. The agenda can be accessed online at www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for absence

To receive any apologies for absence from any members of the Committee

2. Minutes of the previous meeting (Pages 5 - 6)

To approve the minutes of the meeting held on Thursday 21 November 2019 as an accurate record.

3. Disclosure of Interest

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency.

5. Planning applications for decision (Pages 7 - 10)

To consider the accompanying reports by the Director of Planning & Strategic Transport:

5.1 18/01251/FUL Pitlake Arms, 73A Waddon New Road, Croydon, CR0 4JB (Pages 11 - 28)

Demolition of existing building - but with part retention of existing basement and the erection of four storey building comprising four residential units (2x3 bedrooms and 2x1 bedroom) including associated private amenity spaces, communal amenity and internal refuse and

cycle storage (Amended Description).

Ward: Waddon

Recommendation: Grant permission

**5.2 19/03438/FUL 15A Normanton Road, South Croydon, CR2
7AE (Pages 29 - 48)**

Erection of 3 houses with associated parking and landscaping.

Ward: South Croydon

Recommendation: Grant permission

**5.3 19/03689/FUL Crakell End, Hartley Down, Purley, CR8 4EA
(Pages 49 - 66)**

Demolition of existing detached bungalow and garage; erection of two pairs of semidetached dwellings (4 dwellings in total) with car parking, refuse and recycling store, soft landscaping and new vehicular access.

Ward: Kenley

Recommendation: Grant permission

6. Exclusion of the Press & Public

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

"That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended."

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Planning Sub-Committee

Meeting of Planning Sub-Committee held on Thursday, 21 November 2019 at 9:57pm in Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Muhammad Ali (Chair);
Councillor Paul Scott (Vice-Chair);
Councillors Toni Letts, Jason Perry and Gareth Streeter

Also Present: Councillor Sue Bennett

PART A

A104/19 **Minutes of the previous meeting**

RESOLVED that the minutes of the meeting held Wednesday 6 November 2019 be signed as a correct record.

A105/19 **Disclosure of Interest**

There were no disclosures of a pecuniary interest not already registered.

A106/19 **Urgent Business (if any)**

There was none.

A107/19 **Planning applications for decision**

A108/19 **19/04149/FUL 151 Wickham Road, Croydon, CR0 8TE**

Erection of a two-storey stepped side and rear extension with alterations to the roof and additional rear dormer, retention of the existing commercial unit and provision of four additional self-contained apartments (5 units in total).

Ward: Shirley North

The officers presented details of the planning application and officers responded to questions for clarification.

Mr Jeremy Butterworth spoke in support of the application

Referring Ward Member Councillor Sue Bennett spoke against the application.

Councillor Scott proposed a motion to **APPROVE** the application based on the officer's recommendation. There was a request for a condition to be added for the waste management plan. Councillor Letts seconded the motion.

Councillor Streeter proposed a motion to **REFUSE** the application on the grounds of the impact on character and insufficient child space. Councillor Perry Seconded the motion.

The motion to approve was put forward to the vote and carried with three Members voting in favour and two Members voting against. The second motion to refuse therefore fell.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 151 Wickham Road, Croydon, CR0 8TE.

The meeting ended at 10:24 pm

Signed:

Date:

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PLANNING SUB-COMMITTEE AGENDA

PART 5: Planning Applications for Decision

1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning applications for determination by the Planning Committee.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 Any item that is on the agenda because it has been referred by a Ward Member, GLA Member, MP or Resident Association and none of the person(s)/organisation(s) or their representative(s) have registered their attendance at the Town Hall in accordance with the Council's Constitution (paragraph 3.8 of Part 4K – Planning and Planning Sub-Committee Procedure Rules) the item will be reverted to the Director of Planning to deal with under delegated powers and not be considered by the committee.
- 1.4 The following information and advice applies to all reports in this part of the agenda.

2 MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Committee is required to consider planning applications against the development plan and other material planning considerations.
- 2.2 The development plan is:
 - the London Plan (consolidated with Alterations since 2011)
 - the Croydon Local Plan (February 2018)
 - the South London Waste Plan (March 2012)
- 2.3 Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third party representations received, remains the extent to which planning proposals comply with the Development Plan.
- 2.4 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.

- 2.5 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 2.6 Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
- 2.7 In accordance with Article 31 of the Development Management Procedure Order 2010, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
- 2.8 Members are reminded that other areas of legislation covers many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
- **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

3 **ROLE OF THE COMMITTEE MEMBERS**

- 3.1 The role of Members of the Planning Committee is to make planning decisions on applications presented to the Committee openly, impartially, with sound judgement and for sound planning reasons. In doing so Members should have familiarised themselves with Part 5D of the Council's Constitution 'The Planning Code of Good Practice'. Members should also seek to attend relevant training and briefing sessions organised from time to time for Members.
- 3.2 Members are to exercise their responsibilities with regard to the interests of the London Borough of Croydon as a whole rather than with regard to their particular Ward's interest and issues.

4. **THE ROLE OF THE CHAIR**

- 4.1 The Chair of the Planning Committee is responsible for the good and orderly running of Planning Committee meetings. The Chair aims to ensure, with the assistance of officers where necessary, that the meeting is run in accordance with the provisions set out in the Council's Constitution and particularly Part 4K of the Constitution 'Planning and Planning Sub-Committee Procedure Rules'. The Chair's most visible responsibility is to ensure that the business of the meeting is conducted effectively and efficiently.
- 4.2 The Chair has discretion in the interests of natural justice to vary the public speaking rules where there is good reason to do so and such reasons will be minuted.

- 4.3 The Chair is also charged with ensuring that the general rules of debate are adhered to (e.g. Members should not speak over each other) and that the debate remains centred on relevant planning considerations.
- 4.4 Notwithstanding the fact that the Chair of the Committee has the above responsibilities, it should be noted that the Chair is a full member of the Committee who is able to take part in debates and vote on items in the same way as any other Member of the Committee. This includes the ability to propose or second motions. It also means that the Chair is entitled to express their views in relation to the applications before the Committee in the same way that other Members of the Committee are so entitled and subject to the same rules set out in the Council's constitution and particularly Planning Code of Good Practice.

5. PROVISION OF INFRASTRUCTURE

- 5.1 In accordance with Policy 8.3 of the London Plan (2011) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund Crossrail. Similarly, Croydon CIL is now payable. These would be paid on the commencement of the development. Croydon CIL provides an income stream to the Council to fund the provision of the following types of infrastructure:
- i. Education facilities
 - ii. Health care facilities
 - iii. Projects listed in the Connected Croydon Delivery Programme
 - iv. Public open space
 - v. Public sports and leisure
 - vi. Community facilities
- 5.2 Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through A S106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

6. FURTHER INFORMATION

- 6.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

7. PUBLIC SPEAKING

- 7.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Chair's discretion.

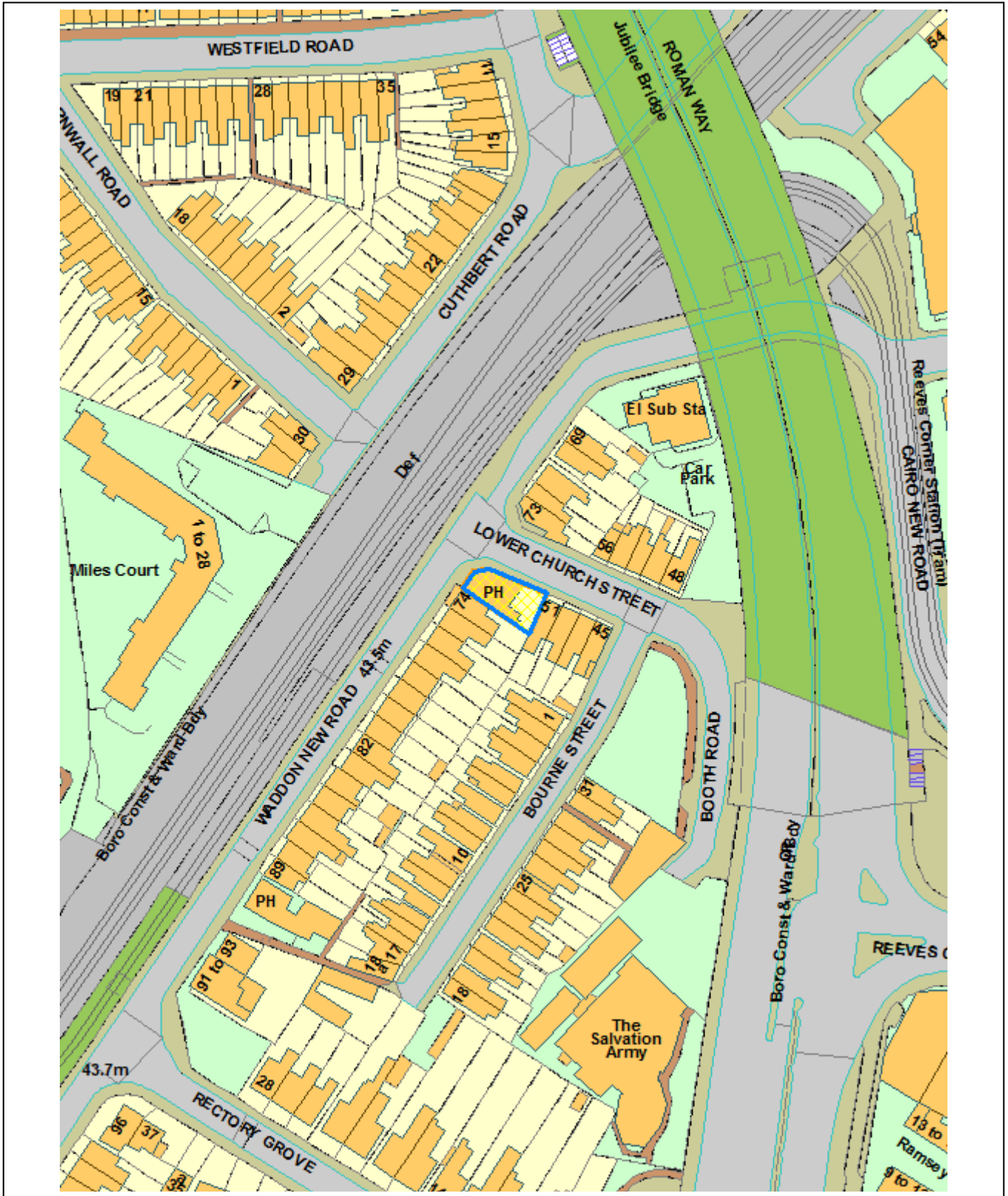
8. BACKGROUND DOCUMENTS

- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application documents (but not representations and consultation responses) can be viewed online from the Public Access Planning Register on the Council website at <http://publicaccess.croydon.gov.uk/online-applications>. Click on the link or copy it into an internet browser and go to the page, then enter the planning application number in the search box to access the application.

9. RECOMMENDATION

- 9.1 The Committee to take any decisions recommended in the attached reports.

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PART 5: Planning Applications for Decision

Item 5.1

1 APPLICATION DETAILS

Ref: 18/01251/FUL
 Location: Pitlake Arms, 73A Waddon New Road, Croydon, CR0 4JB
 Ward: Waddon
 Description: Demolition of existing building - but with part retention of existing basement and the erection of four storey building comprising four residential units (2x3 bedrooms and 2x1 bedroom) including associated private amenity spaces, communal amenity and internal refuse and cycle storage (Amended Description).
 Drawing Nos: P01 Rev B, P02 Rev B, P03 Rev B, P04 Rev B, P05 Rev B, P06 Rev B, P07 Rev C, P08 Rev C, P09 Rev C, P10 Rev C, Site Location Plan Rev A, Existing Footprint Plan, Existing Elevation (Wandle Road) and Existing Elevation (Lower Church Road).
 Agent: James Fosbrook
 Applicant: Mr Graham
 Case Officer: Tim Edwards

	1b,1p	1b2p	2b3p	2b4p	3b4p	3b5p	Total
Existing			2				1
Proposed	2				1	1	4

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
0	8

1.1 This application is being reported to Planning Committee because the Ward Councillor (Cllr Robert Canning) made representations in accordance with the Committee Consideration Criteria.

2 RECOMMENDATION

2.1 That the Planning Sub-Committee resolve to GRANT full planning permission subject to:

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) Full landscaping to be provided prior to occupation for approval and maintained for 5 years (including the proposed green roof).
- 3) Details of materials to be submitted and approved (including samples if requested).
- 4) Detailed design drawings highlighting the key junctions between propose front elevations, adjacent roof forms and pitches as well as planters to be submitted and approved.

- 5) Details of the cycle/refuse store to be provided including cycle ramp to be submitted for approval prior to occupation.
- 6) Future occupiers to be restricted from gaining access to parking permits.
- 7) Step free level access to the building to be provided and retained
- 8) Demolition and Construction Logistics Plan to be submitted
- 9) The development must achieve 19% CO2 reduction beyond Building Regulations
- 10) The development must achieve 110 litres water per head per day
- 11) Southern flank facing windows to be obscure glazed/non-opening up to 1.7 metres or privacy screen to be provided from the internal floor levels.
- 12) Flood Risk Assessment mitigations to be fully implemented, including the proposed green roof and flood gates at entrances prior to the first occupation of the site.
- 13) If unidentified contamination is found, no further development shall commence until written approval of the Local Planning Authority is sought.
- 14) No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority
- 15) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority,
- 16) Time limit of 3 years
- 17) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community Infrastructure Levy – Granted
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

2.2 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Demolition of an existing two storey building with part retention of the basement and erection of a four-storey building to provide 4 units.
- Lower ground floor basement to be used for storage purposes for each flat.
- Multi-functional communal/child play space to be provided on the second-floor roof.

3.2 Amended plans have been received for the proposal responding to comments raised in regards to the lower ground floor accommodation, location of the

communal amenity area and unit mix. Local residents have been suitably advised of these changes and have been invited to make further comment.

Site and Surroundings

- 3.3 The application site lies on the corner of Waddon New Road and Lower Church Road. The site is located within Flood Zone 2/3 as well as being at risk from surface and ground water flooding.
- 3.4 Whilst the site is located within the Old Town Masterplan Area, it does not fall within any of the three conservation areas which are located within 'Old Town'.
- 3.5 The current two storey building (including basement) was formally a public House (the Pitlake Arms) which was closed in February 2012 following the removal of its license.
- 3.6 The site is located within a PTAL 6a area, being approximately 100 metre-walk from Reeves Corner Tram Stop as well as multiple bus stops and less than 500 metres from North End and the High Street. The site is also included within the Central Croydon Controlled Parking Zone.



Figure 1: Site Location

Planning History

- 3.7 The planning history relevant to the site is highlighted below:
 - 16/05135/FUL - Demolition of existing building but, retention of existing basement. Erection of 4 storey building comprising 3 one bedroom, 1 two bedroom and 1 three bedroom flats: **Application Withdrawn.**

- 17/00487/FUL - Demolition of existing building but retention of existing basement. Erection of 4 storey building comprising 3x1 bedroom, 1x2 bedroom and 1x3 bedroom flats: **Permission Refused for the following reasons:**
 - 1) The development would be detrimental to the amenities of the occupiers of the adjoining property (no.74) by its overbearing and visually intrusive appearance resulting in a loss of outlook and would thereby conflict with Policy SP4 of the Croydon Local Plan: Strategic Policies (2013); Policies UD2 and UD8 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013; Supplementary Planning Document No 2 on Residential Extensions and Alterations and Policy 7.6 of the London Plan 2011 (consolidated with amendments since 2011).
 - 2) The development would result in sub-standard accommodation by reason of inadequate private amenity space and inadequate light, outlook and privacy for future occupiers and would thereby conflict with Policy SP2.6 of the Croydon Local Plan: Strategic Policies (2013), Policy 3.5 B&C of the London Plan (Consolidated with alterations since 2011), the Housing Supplementary Planning Guidance (March 2016) and Nationally Described Space Standards (2015).
 - 3) The development site is within Flood Zone 3. It has not been demonstrated that there are not alternative reasonably available sites appropriate for the development in areas with a lower probability of flooding through the Completion of a sequential test. This is contrary to paragraph 100 and 101 of the NPPF, policy 5.12 of the London Plan (Consolidated with Alterations since 2011) and policy SP6.4 of the Croydon Local Plan: Strategic Policies (2013).

4. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is a sustainable location for new dwellings, being in a high PTAL area and the principle of redevelopment to provide additional housing is acceptable.
- The loss of the public house would be acceptable – in view of the length of vacancy, the availability of other public houses in the immediate area and the lack of community activities that previously operated out of the former Pitlake Arms
- The proposal would contribute positively to borough-wide housing targets and would deliver 4 additional self-contained units on site.
- The scale and layout of proposed built form is considered to be appropriate for the site which would respect the character of the surrounding area.
- The proposal avoids unacceptable harm to the neighbours' living conditions.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- The scheme should suitably encourage the use of sustainable transport with limited use of the private car through the imposition of a planning condition to restrict access to car parking permits.
- Other matters including flooding and sustainability can be appropriately managed through the use of planning conditions.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 Owing to the site's location within Flood Zone 2/3, the Environment Agency has been consulted. The views expressed are detailed below:

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s), as detailed in the Flood Risk Assessment submitted with this application, are implemented and secured by way of a planning condition on any planning permission. The proposed conditions are in regards to:

- Development to be delivered in accordance with the FRA, including the mitigation measures detailed and flood gates at entrances to be a minimum of 600mm above ground floor finished floor levels.
- If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with
- No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority.
- Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of letters sent to adjoining occupiers of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 3 Objecting: 3 Supporting: 0

- 6.2 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>Design and appearance</i>	
Out of keeping with the surrounding area, design, character, height, bulk, overbearing scale and mass.	This is addressed in section 8.5 and 8.7 to 8.11.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook, noise, daylight and sunlight.	This is addressed in section 8.12 to 8.18 of this report.
Potential impact upon financial feasibility to install solar panel on our roof.	No solar panels are currently installed surrounding the site and considering the sites location north of those developments within Lower Church Road the southern section of Waddon New Road, as well as the separation from those north of the site, the proposal would be unlikely to impact the potential addition of solar panels.
<i>Procedural or Non-material considerations</i>	
Impact upon adjoining occupiers building.	This is not a planning consideration.
Impact upon drainage within the surrounding area.	This is not a planning consideration.

6.3 Councillor Robert Canning has objected to the scheme and referred it to Planning Committee, making the following representations:

- The overbearing and visually intrusive impact of the development, particularly on 74 Waddon New Road;
- The development is out of keeping with the character of the locality and detrimental to the visual amenity of the street scene.
- Concerned that this location is in historic Old Town and the immediate area around 73 Waddon New Road consists of Victorian cottages. Whilst noting the new Suburban Design Guidance, the development is still too tall and does not sit with the Old Town Masterplan objective of building new homes that are "integrated sensitively with the historic environment";
- There needs to be proper debate as to what is and what is not deemed to be in keeping with the character of an area as grounds for refusal. Interestingly, this was deemed not to be grounds for refusal (by officers) when an application was submitted at this location in 2017 (and which was refused on other grounds) but was identified as grounds for refusal by officers on two earlier applications.

6.4 Amended plans have been received post a re-consultation process on the application. These amended plans have ensured consistency across the

submitted plans and are not considered to materially alter the planning application to require further consultation.

7 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 Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Requiring good design.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 Parking
- 7.2 Designing out crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM24 Land contamination
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guidance (SDG) (2019)

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee is required to consider are as follows:

- Principle of development;
- Townscape and visual impact;
- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Cycle and refuse storage;
- Flood risk;
- Other planning matters

Principle of development

Windfall Sites

8.2 The London Plan and Croydon Local Plan support the delivery of new housing in sustainable locations, to address the need for new housing to suit local communities. Approximately 30% of future housing supply may be delivered by windfall sites which provide sensitive renewal and intensification of existing

residential areas and play an important role in meeting demand in the Capital, helping to address overcrowding and affordability issues.

Loss of the Pub

- 8.3 The Pitlake Arms has been closed since 2012, following the loss of its license and various issues that led up to the removal of the license. Therefore, considering the length of closure the proposed this public house does not display the characteristics of a community pub which has space for social events, meeting rooms or ancillary facilities or associated clubs/teams and the principle of its redevelopment and the delivery of new homes is considered acceptable.

Family Accommodation

- 8.4 Policy SP2.7 supports the provision of new family sized dwellings, with a strategic target of 30% of all new dwellings across the borough to be family sized. The proposed unit mix includes 2x3 bedroom units which would exceed the strategic target.
- 8.5 Policy DM1.2 prevents the loss of small family homes by restricting the net loss of units with three bedrooms or a floor area of less than 130sq.m. Whilst there is ancillary accommodation on site, there would be no net loss of family homes with 2 family units proposed in any case. Therefore, overall the proposal is considered to be in accordance with Policy DM1.2.

Density of Development

- 8.6 The site is in an urban setting with a PTAL rating of 6a and as such the London Plan indicates that the density levels could range from 200 - 700 habitable rooms per hectare (hr/ha). The proposed density of this development falls above this range at 833hr/ha. Although this is above the levels sets out, the London Plan states that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to account for other factors relevant to optimising potential – such as local context and design. In these circumstances, officers are satisfied that the proposed development would be appropriate for the site and the surrounding area, taking into account the site accessibility as well as the proposed design and unit mix.

Flooding – Sequential

- 8.7 As the site is not an allocated site in the Croydon Local Plan 2018 and is located within a Flood Risk Area, a sequential test has been provided (and subsequently amended in response to comments received) as part of the application process. Any submitted sequential test should consider a change in use/new residential development against the Council's 5-year housing land supply and how this five-year supply might be met on sites with lower risks of flooding. At present, the Council is meeting its five-year supply of housing although the applicant has argued that the five year land supply is not comparable with this development site and queries whether allocated sites located within areas of flood risk are likely to come forward early on in the current plan period, suggesting that the borough needs to rely on windfall sites within flood risk areas to meet the likely shortfall. The sequential test has also discussed the shortfall in the current plan

period which would require windfall sites to come forward to facilitate the demand.

- 8.8 Taking into account the submitted sequential test and the benefits of the scheme to increase the level of surface water run off (through the introduction of green roofs and other related SUDs measures) overall, the proposal is considered to be an acceptable development in relation to managing flood risk and has met the criteria set out by Policy DM25 of the Croydon Local Plan 2018.

Townscape and Visual Impact

- 8.9 The building is neither statutorily nor locally listed and therefore there is no objection to its demolition and replacement with a proposed flatted development. The built form across the site currently comprises single and two storey elements with pitched roofs. It is in a poor state of repair and is currently considered to add little to the existing street scene.
- 8.10 The surrounding streetscape is predominantly two storey terraced housing with flat or pitched roofs, although there are examples of 3 storey flatted blocks (91 – 93 Waddon New Road) and the Salvation Army Building on Booth Road within the wider area. The proposal is considered to respond to the principles set out by the Old Town Masterplan as regards the surrounding building lines and the building layout having a clear legible front entrance, being “human” in scale and grounded within this environment with recessed balconies.



Figure 2: Streetscene Visualisation

8.11 As the development site is a corner plot, paragraph 2.14 of the Suburban Design Guide 2019 is key consideration. The proposal, being three storeys in height with a recessed fourth storey and the part retention of the existing basement, seeks to include an additional storey as recommended by the SDG. The proposed building would project to four storeys on the corner, adjacent to 74 New Waddon Road and then successfully step down to the neighbouring two storey dwellings. Whilst the height of the building would exceed the immediate adjacent properties fronting onto Waddon New Road, with the site being a prominent corner plot within a dense urban setting, officers are satisfied with the increased scale and mass.

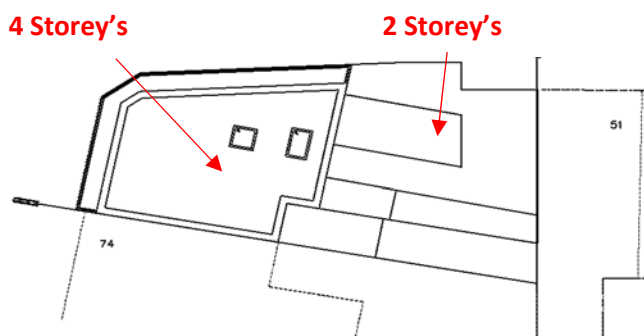


Figure 3: Proposed Block Plan

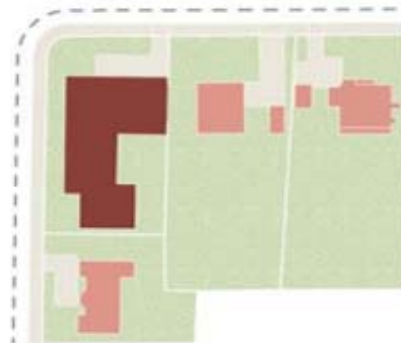


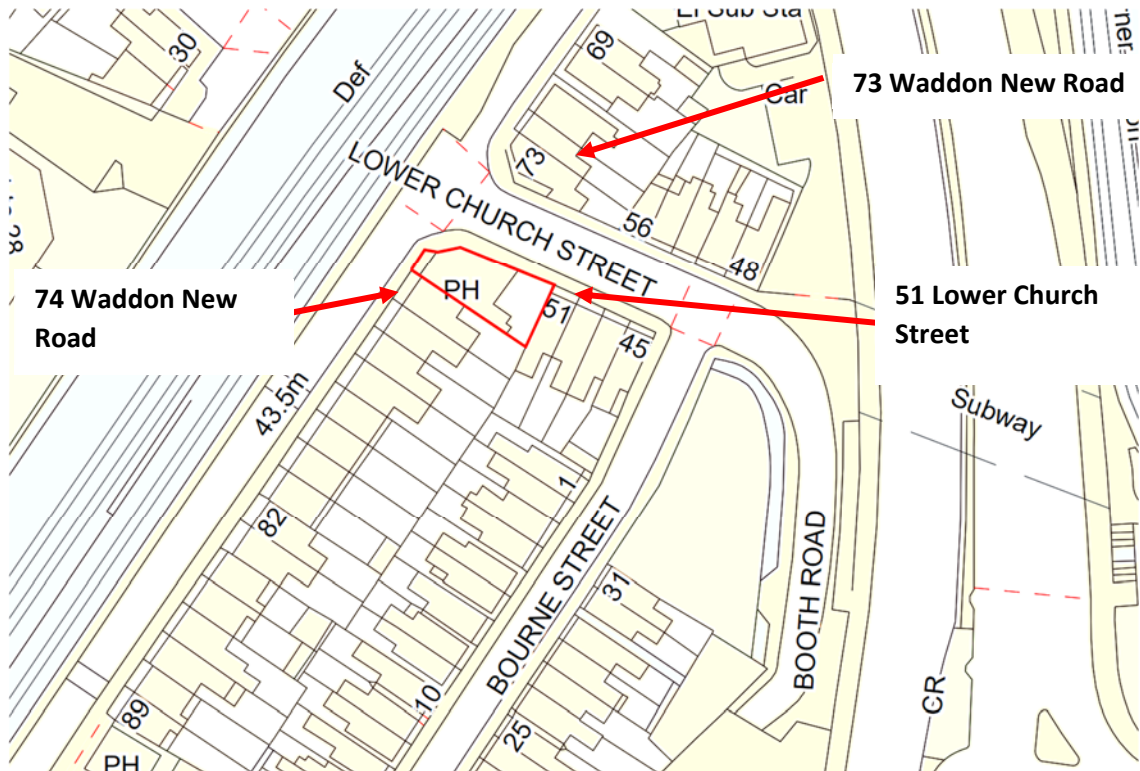
Figure 4: SDG Massing Potential

8.12 The proposal is considered to be an innovative design as set out by the SDG, which responds to the character of the area in terms of its choice and tone of brickwork as the primary material, as well as the proportion of the windows found within Lower Church Road. Further details in regards to the key junctions and materials are proposed to be secured by way of a planning condition.

8.13 Overall, the proposed development would represent a high-quality contemporary addition to the wider street scene whilst making the most efficient use of the land.

Impact on Neighbouring Residential Amenity

- 8.14 The properties most affected by the development would be the immediate neighbours 51 Lower Church Road and 74 Waddon New Road as well as 73 Waddon New Road directly opposite the site.



73 Waddon New Road

- 8.15 Directly opposite the site is 73 Waddon New Road, which has previously been extended and is approximately 12 metres from the development. Taking into account this reasonable separation across a residential street overall, there is not considered to be a detrimental impact upon this adjoining occupier.

74 Waddon New Road

- 8.16 The existing building is part single, part two storey which hugs the southern boundary with this adjoining occupier. The proposed building reduces in scale, height, moving the built form away from the boundary with this adjoining occupier, providing an improved relationship (most notably at ground floor) and providing additional breathing room. With the site being north of 74 Waddon New Road, the proposed development, despite its increased height, would not cause an unacceptable impact upon daylight, sunlight or by creating an overbearing impact.
- 8.17 Whilst there are some windows proposed within the eastern and southern elevations, those within the southern elevation are proposed to be screened up to 1.7 metres in height. This should suitably restrict overlooking and ensure that these adjoining occupiers' privacy is not detrimentally impacted.

51 Lower Church Road

- 8.18 The proposed development would abut the flank elevation of this adjoining occupier where there are no windows. Owing to the surrounding plots layout, the building would not project the rear elevation of this adjoining occupier and therefore is not considered to detrimentally impact upon the amenities of these adjoining occupiers.

General

- 8.19 All southern facing windows located at first floor level and above are proposed to be obscured glazed and non-opening up to 1.7 metres from the internal floor height to restrict overlooking.
- 8.20 Whilst the proposed development is likely to generate additional comings and goings to/from the site, taking into account the site's former use as a public house, overall the additional noise levels are not anticipated to go beyond what would normally be expected.

The standard of accommodation for future occupiers

- 8.21 The proposal would comply with internal dimensions and minimum GIA required for units, bedrooms sizes and floor to ceiling heights – as specified by the Nationally Described Space Standards. All units would be dual aspect with primary outlook fronting onto the street.
- 8.22 All units would be provided with external amenity space which would adhere with the London Housing SPG and subsequent Croydon Plan Policy in terms of usability with the 2x3 bedroom duplex units afforded with large amenity spaces across both the ground and first floor.
- 8.23 A communal amenity/child playspace has been indicated on the second-floor roof with proposed screening around this area to restrict overlooking to the adjoining occupiers. Considering the site constraints, overall this is an appropriate location which can be supported, subject to further details being secured via condition to ensure that this provides some meaningful high quality space which does not negatively impact the character and appearance of the area.
- 8.24 Whilst in terms of accessibility, level access would be provided from the front door, the London Plan states that developments of four storeys or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Taking into account the sites location within Flood-zone 2/3 and ensuring that residents have the ability to escape from ground floor level, the two ground floor units are proposed as duplex units which restrict the applicant's ability to provide any M4 (2) or M4 (3) units on-site. With the proposal only being for four units and the need to minimise the buildings footprint at upper floor levels to protect both the amenities of the adjoining occupiers and the wider street-scene, the approach would be acceptable.
- 8.25 The development would provide high quality accommodation including small family sized housing all with adequate layout, space, and amenities for future occupiers.

Parking and Highways

- 8.26 The site has a PTAL rating of 6a being approximately 100 metre walk from Reeves Corner Tram Stop as well as multiple bus stops and less than 500 metres from North End and the High Street. The proposed development would not be accompanied by off street car parking and taking into account the high PTAL level, a car free development within this location would be appropriate. To ensure there is no negative effect on the existing controlled parking area and to encourage the use of sustainable transport (including cycling and walking) a planning condition is recommended to restrict future occupiers from gaining a parking permit, further ensuring a car-free development.
- 8.27 Due to the site's accessibility to public transport and the restriction over the availability of car parking permits, the scheme should maintain existing highway conditions.
- 8.28 It is recommended that a Demolition, Construction Logistics and Environmental Management Plan is conditioned to be submitted prior to any commencement of works, given the site's location in a predominantly residential area and to ensure minimal impact upon the surrounding highway network.

Cycle and Refuse Storage

- 8.29 The proposed cycle store would be situated at basement level and would be accessible for all occupiers. This is considered to be appropriately located within the site being accessible for all residents as well as safe, secure and undercover. A cycle ramp is proposed to be secured via condition to ensure future residents can access this area more conveniently.
- 8.30 The proposed refuse store is proposed to be provided within the building. It is considered to be an appropriate scale for this size of development, in a convenient location for future occupiers and waste personnel. Further details of how this will be secured would be subject to approval of further details (controlled through the use of a planning condition) to ensure that the amenities and character of the immediate area is suitably protected.

Flood Risk

- 8.31 The application lies within an area at risk from both surface water and ground water flooding as well as fluvial flood-zone as previously indicated. Alongside the sequential test, a Flood Risk Assessment (FRA) has been provided outlining the existing on-site specifics alongside detailing the proposed situation which can be appropriately managed by SUDs techniques. The assessment has outlined that the development would not increase on or off-site flood risk. However, as no on-site investigations have been carried out, a detailed FRA is proposed to be conditioned accordingly which should include on-site testing and a detailed drainage strategy which has initially indicated the site's potential to provide a green roof.

Other planning matters

8.32 Conditions are recommended in relation to carbon emissions and water use targets for the development, to achieve sustainability objectives in accordance with policy.

8.33 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

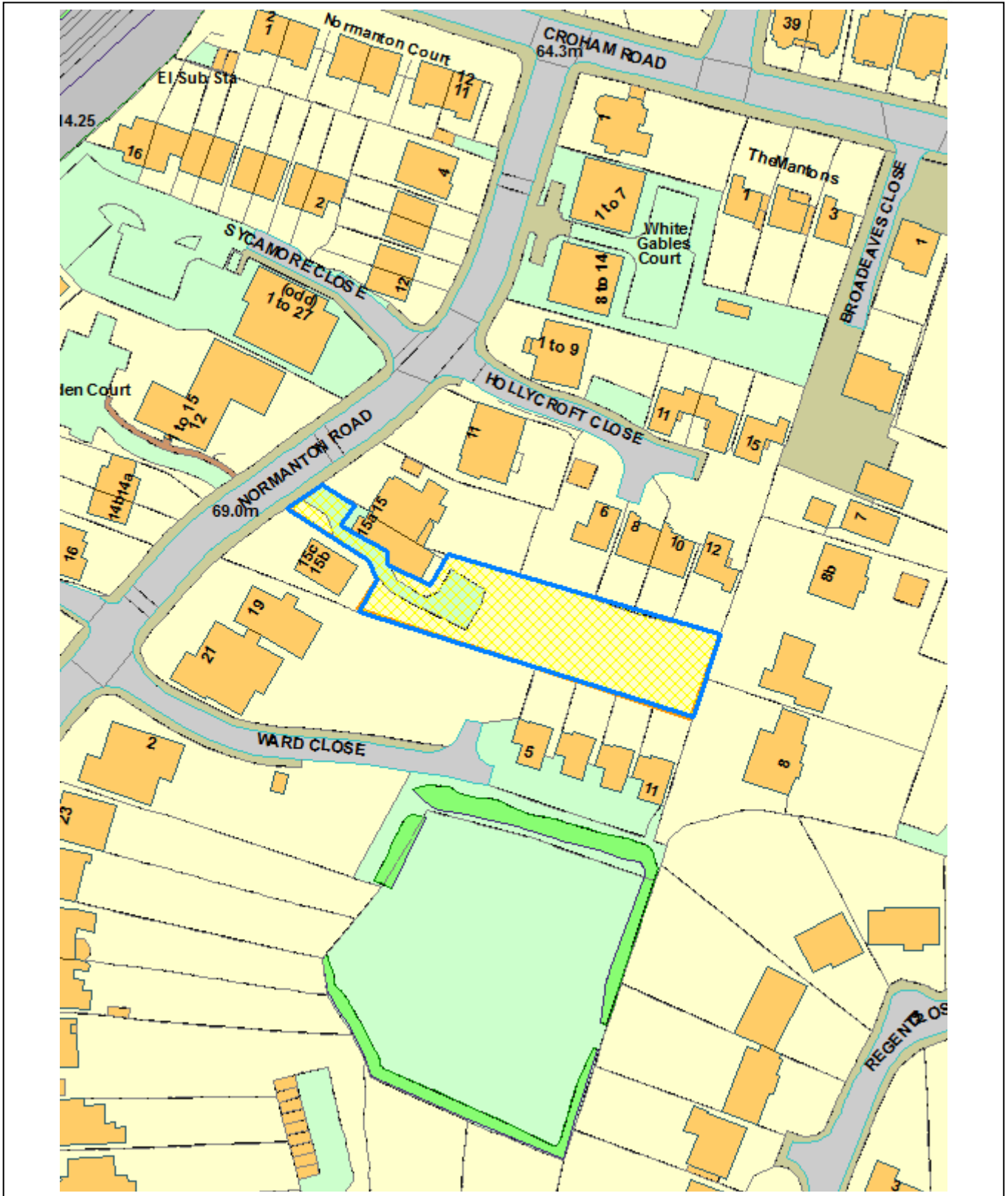
Conclusion

8.34 The site is in a sustainable location for new housing development, and the scale, size and design of the development is considered to respond to the site's constraints. The new dwellings would provide a good quality and appropriate mix of family sized housing types, with internal cycle storage and refuse storage. The impacts to neighbours would be largely limited to the construction period and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions.

8.35 The proposal is considered to comply with the Croydon Local Plan 2018 and would be therefore acceptable. Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.

8.36 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted subject to a legal agreement for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

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PART 5: Planning Applications for Decision

Item 5.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/03438/FUL
 Location: 15A Normanton Road, South Croydon, CR2 7AE
 Ward: South Croydon
 Description: Erection of 3 houses with associated parking and landscaping
 Drawing Nos: SPW/NR/001, SPW/NR/102, SPW/NR/103 Rev A, SPW/NR/104 Rev A, SPW/NR/105, SPW/NR/106, SPW/NR/107, SPW/NR/108, SPW/NR/109, SPW/NR/110, SPW/NR/111 Rev A, SPW/NR/112, SPW/NR/113 and Design Statement v.2, dated Sept 2019.
 Applicant: Mr Worthington
 Agent: N/A
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing					
Proposed houses		1x2 bed 3 person	2x3 bed 4 person		

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4	6

1.1 This application is being reported to Planning Sub-Committee because the Ward Councillor (Councillor Gatland) has made a representation in accordance with the Committee Consideration Criteria and requested Committee consideration. Objections above the threshold in the Committee Consideration Criteria have also been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Sub-Committee resolve to GRANT planning permission
- 2.2 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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials as submitted
- 3. In accordance with Arboricultural Assessment and Tree Protection Plan
- 4. Hard and soft landscaping including boundary treatment as submitted (including biodiverse green roofs)
- 5. No additional windows in the flank elevations
- 6. Obscure glazing to south facing window

7. Unit 1 to be M4(3) accessible and Units 2 and 3 to be M4(2) accessible and adaptable dwellings
8. Car and cycle parking provided as specified
9. Details of electric vehicle charging point to be submitted
10. Existing access drive to be resurfaced prior to first occupation.
11. Construction Logistics Plan to be submitted
12. Action required in accordance with ecological appraisal recommendations
13. Submission of construction environmental management plan
14. Submission of biodiversity method statement for reptiles
15. Protection of badgers on construction sites
16. Location of wildlife fencing to be agreed
17. Protection of nesting birds during construction
18. Submission of wildlife sensitive lighting design scheme
19. Submission of biodiversity compensation and enhancement strategy
20. 19% Carbon reduction
21. 110litre Water usage
22. Site specific SuDS scheme to be submitted and approved
23. Flood resistance and resilience measures to be submitted and approved
24. Time limit of 3 years
25. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.3 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of 3x2 storey detached houses (1x2 bed and 2x3 bed)
- Provision of 4 off-street parking spaces for the new units. The existing car park would be retained and reconfigured for the occupiers of the building to the front.
- Vehicular access would be via the existing access from Normanton Road
- Provision of associated individual refuse and cycle stores for each dwelling
- A new informal external amenity area would be provided for the frontage development.

3.2 During the course of the application amended plans have been received relating to the layout the parking bays at the front of the site to ensure the adjacent trees would not be harmed by the proposal.

Site and Surroundings

- 3.3 The application relates to the rear garden area of 15A Normanton Road which formed part of a development site which has since been developed pursuant to a planning permission dated April 2010 (LBC Ref 10/00736/P). The garden area is situated between two residential closes; Ward Close, which is at a higher ground level than the application site and Hollycroft Close, which is at a lower ground level. The site is currently in an overgrown state and is generally un-used - although the 2010 planning permission did identify the area to be set aside as garden space.
- 3.4 There are no specific policy constraints at the site. The site has very low risk of surface water and fluvial flooding, but does have potential for groundwater flooding at the surface. The site has a Public Transport Accessibility Level (PTAL) of 2 which is relatively poor.



Figure 1: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

- 3.4 LBC Ref 09/00451/P – Planning permission was granted on 30 April 2009 for the erection of a three-storey building at the front of the site comprising 3x2 bedroom and 3x1 bedroom flats; formation of vehicular access and provision of associated parking, cycle storage and refuse enclosure.
- 3.5 LBC Ref 10/00736/P – Planning permission was granted on 28 April 2010 for alterations to development which was under construction at the time (pursuant to planning permission LBC Ref 09/00451/P) for the erection of a three storey building comprising 3x2 bedroom and 3x1 bedroom flats; formation of vehicular access and provision of associated parking, cycle storage and refuse enclosure; to allow an additional one bedroom flat in roof-space.

The red line site boundary associated with both of these planning permissions included the overgrown land to the rear (which is now the subject of the current planning application). The planning condition which required the submission of landscaping details was approved under LBC Ref 09/00451/P. This landscaping plan excluded the current application site from the formalised landscaping scheme and it would appear (from the current state of the rear part of the site) that is not used as a formal or informal communal amenity area. It is also worth noting that the application form states that

only the applicant has an interest in the land the subject of the planning application (not including the residents of the frontage block).

- 3.6 LBC Ref 14/03034/P – Planning permission was refused on 18 September 2014 for the erection of 2x2 storey semi-detached 4-bedroom houses at the rear of the site with accommodation in roof-space. The application was refused for the following reasons:
- 1) The development involves backland development and would not provide a high standard of design and layout, nor would it respect the layout, form and character of the area in which it is located and would thereby conflict with Policies UD2, UD3 and H5 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013, Policies SP4.1 and SP4.2 of the Croydon Local Plan: Strategic Policies 2013 and Policies 3.5, 7.1, 7.4, 7.5 and 7.6 of the London Plan 2011.
 - 2) The proposal by reason of its backland garden location, size, siting and design would result in an unsatisfactory backland development that would be detrimental to the amenities of the occupiers of adjoining residential property resulting in loss of garden area, loss of privacy, poor outlook, visual intrusion and noise and disturbance thereby conflicting with Policies UD2, UD3, UD8, H5 and EP1 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013, Policies SP4.1 and SP4.2 of the Croydon Local Plan: Strategic Policies 2013 and Policies 7.4 and 7.6 of the London Plan 2011.
- 3.7 LBC Ref 16/00454/P: Erection of three-bedroom house at the rear. This application was withdrawn in October 2016
- 3.8 LBC Ref 16/06087/FUL: Erection of three-bedroom detached house at rear. This application was also withdrawn (June 2016) as the scheme failed to adequately interrogate and investigate the biodiversity implications of the proposed development
- 3.9 LBC Ref 18/03692/FUL: Erection of 3x2 storey two-bedroom houses together with associated vehicular access, landscaping and car parking. Concerns were raised as regards the layout and design of the proposal and quality of living accommodation for future residents and the application was subsequently withdrawn.
- 3.10 LBC Ref 19/00409/PRE: Pre application proposal for 3x2 bed detached houses with private gardens, communal gardens and off-street parking in a mews layout. Officers were satisfied with the principle of residential development and whilst the proposed layout was generally considered acceptable, the design needed significant improvement.
- 3.11 LBC Ref 19/01783/PRE: Pre application proposal for 2x3 bed and 1x2 bed detached houses with private gardens, communal gardens and off street car parking. Again, officers confirmed that the principle of residential development was acceptable and that the design was much improved. The applicant was encouraged to submit the planning application.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The scheme is of a high-quality design, observing the Council's Supplementary Planning Guidance and respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to the imposition of planning conditions.
- The living standards of future occupiers are good and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions.
- The sites biodiversity credentials can be suitably managed – with impacts suitably mitigate through the use of planning conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 54 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: Objecting: 10 Supporting: 0 Comment: 0

Petition received with 51 signatures

6.2 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>Impact on visual amenity</i>	
Overdevelopment of the site and area	Addressed in Section 8.15 of this report
Back-land development – previous objection to 2014 application LBC Ref 14/03034/P has not been overcome	Addressed in Section 8.4 – 8.9 of this report
Land supposed to be garden for 15a Normanton Road	Addressed in Section 8.22 of this report
Design and density fails to respect layout, form and character of surrounding area/out of keeping	Addressed in Sections 8.7 – 8.16 of this report
Site too narrow for this development	Addressed in Sections 8.7 – 8.16 of this report. The plans demonstrate that the

	proposed development adequately fits onto this site.
Green roof of very little visual benefit outside of the site	The green roof is viewable from the adjacent dwellings on Ward Close. The green roof has biodiversity benefits, not just in terms of visual amenity.
<i>Impact on amenities of neighbouring properties</i>	
Loss of light to neighbouring properties	Addressed in Sections 8.23 - 8.31 of this report.
Overlooking and loss of privacy to neighbouring properties	Addressed in Sections 8.23 - 8.31 of this report.
Dominating and visually intrusive to neighbouring properties	Addressed in Sections 8.23 - 8.31 of this report.
Extra pollution and noise disturbance. Cars entering further into the site create light pollution and fumes/noise to adjacent properties	This is a small-scale residential development in a residential area. The extra vehicles movements associated with the scheme would not be significant. It is proposed to erect new solid boundary treatment adjacent to the neighbouring properties.
Construction noise, dust and traffic will be harmful to local residents	Addressed in Sections 8.40 of this report. A condition is recommended requiring a Construction Logistics Plan to be submitted and approved to ensure construction noise and dust is not harmful to local residents.
Existing boundary fence in poor repair and no mention of renewing in the application	The Design Statement shows new fencing to the boundaries which will be secured by condition.
<i>Landscape/Trees</i>	
Arboricultural Report incorrect as regards the Silver Birch in garden of 8 Hollycroft Close; the Yew in garden of 10 Hollycroft Close is not shown.	The development will have no impact on the Silver Birch which is shown to be retained and tree protection fencing erected around its root protected area. Whilst the Arboricultural report does not show a Yew in the rear garden of 10 Hollycroft Close, the tree protection plan shows that the ground adjacent to the boundary will be covered in temporary ground protection whilst the construction works are undertaken.

Loss of green space – increase carbon footprint	Whilst some green space would be lost, a good soft landscaping scheme is proposed as well as green roofs to the buildings. Sustainability measures to reduce carbon emissions will be secured by condition.
Detrimental impact on wildlife habitat	Addressed in Sections 8.42 of this report.
Proposals for badger gates into properties on Croham Manor Road are not supported as there are no badgers on our properties at the moment	The application states that badger fencing is proposed but does not specify where this fencing will be situated.
<i>Transport and Parking</i>	
Inadequate parking provision and none provided for visitors	Addressed in Section 8.32 of this report. The London Plan does not require visitor parking to be provided.
Existing parking for 15a Normanton Road is insufficient	This is an existing situation and not worsened by the proposal.
Plans show parking and turning areas to be very cramped – plans appear incorrect	Addressed in Section 8.32 and 8.35 of this report.
Inadequate refuse arrangement	Addressed in Section 8.38 of this report.
No access for emergency vehicles. Distances for fire engines required by Building Regulations are not achievable.	Addressed in Section 8.37 of this report.
Existing access narrow and dangerous. The proposal exacerbates dangerous situation, especially for pedestrians	Addressed in Section 8.36 of this report.
Extra traffic detrimental to pedestrian safety. School and nursery in the immediate area extra traffic dangerous to children	Addressed in Section 8.39 of this report.
Adverse impact on highway safety. Exacerbate existing traffic problems and congestion	Addressed in Section 8.39 of this report.
Danger from construction vehicles. Access into site too narrow presents health and safety risk. Construction traffic will need to stop on the highway	Addressed in Section 8.40 of this report. A condition will be imposed requiring a Construction Logistics Plan to ensure construction is not harmful to local residents.

6.3 Cllr Maria Gatland (South Croydon Ward Councillor) has raised the following objections and referred the planning application to Planning Sub Committee:

- This is an overdevelopment of the garden of the original house that when permission was initially granted was meant for the use of the residents that currently live there;
- The design is utterly out of keeping with the local area;
- The proposed houses will have a detrimental impact on the residents behind in Hollycroft Close;
- There will a detrimental impact on the nature habitat and wildlife.

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 Consolidated London Plan 2015, 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), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high-quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture

- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbouring occupiers
5. Parking and access
6. Trees, landscaping and ecology
7. Sustainability and environment
8. Other matters

Principle of Development

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018) which separates this target into three relatively equal

sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption, proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes South Croydon, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs in the Brighton Road area with a mix of windfall and infill development that respects the existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) has recently been adopted, which sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 Local plan policies have been updated since the previous planning application (Ref 14/03034/P) was refused and the above-mentioned significant need for housing is a strong material consideration in the determination of this current application. The application provides three additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 National and Local Plan Policy permits housing developments on back-land sites as long as the development respects the character of the area and residential amenity. Consideration of these issues are discussed in detail in the section below.
- 8.6 Local Plan Policy DM10.4 requires that in the case of development in the grounds of an existing building which is retained, a minimum length of 10m and no less than half or 200m² (whichever is the smaller) of the existing garden area is retained for the host property, after the subdivision of the garden. The proposal accords with the requirements of Policy DM10.4 in this regard. The plans show areas of communal amenity space for the existing building totally approximately 230sqm.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The application proposes 2x3 bedroom houses and a 1x2 bedroom house and overall, the proposal would provide a net gain in family accommodation and would contribute towards the Council’s goal of achieving a strategic target of 30% three bedroom plus homes.

Townscape and Visual Impact

- 8.7 The previous application in 2014 (LBC Ref 14/03034/P) which proposed two dwellings on this site (two storey with rooms in the roof) was refused as it was considered that the provision of residential properties of the scale proposed would have resulted in development out of character with the general layout of the area and the urban form.

It was considered that with this previous proposal, the form of back-land development would not have provided a high standard of design and layout, nor would it have respected the layout, form and character of the area within which it was to be located.

- 8.8 Whilst the site is located adjacent to residential gardens, there is a strong character of back-land/infill development within the immediate area. The dwellings in Hollycroft Close and Ward Close were delivered as a consequence of earlier back-land development, which was clearly of a more modern era compared to the buildings that front onto Normanton Road. Given the existing layout of the built form in the wider area, it is not considered that the proposed development would cause harm to the character of the wider area.
- 8.9 Planning policy has significantly changed since the previous application was refused. Development on back-land garden sites is supported in principle – subject to compliance with other policy elements. Policy DM10.1 of Croydon Local Plan (adopted 2018) states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area. This policy also says that in the case of development in the grounds of an existing building which is retained, development should be subservient to the host dwelling.
- 8.10 The Suburban Design Guide (adopted 2019) suggests appropriate ways of accommodating intensification within rear garden sites and suggests that in order to accord with Policy DM10.1, subservience can be achieved through proposals of either a lower height or articulated massing dependant on the context. If any part of the proposed development would be within 18m of the rear wall of any neighbouring dwelling, the proposal should be of a lower height. This may be best achieved by being a storey lower than the neighbouring dwelling – although it advises that accommodation might well be able to be accommodated within the roof-space.
- 8.11 In this instance, given the constraints of the site in relation to the adjacent residential properties and its back-land location, it would not have been appropriate to accommodate three storeys (as advocated Policy DM10.1) as this would have had an adverse impact on the amenities of the adjacent properties.



Figure 2. Section plan showing height of buildings in comparison to dwellings in Hollycroft Close and Ward Close

- 8.12 The proposed buildings would be subservient to the building situated towards the front of the site in terms of scale, height and mass. Whilst the proposed buildings would be within 18 metres of the adjacent properties on Hollycroft Close and Ward Close, they would be subservient in height, comprising largely flat roofs. Only a very small part of the roof of the proposed buildings would be higher than the ridge of dwellings on

Hollycroft Close which are situated on a lower ground level (as can be seen in Figure 2 above). As such the proposed building would not be visually dominating and would not be overly visible from any public vantage points.

- 8.13 The buildings, in terms of their layout and massing, have been designed to minimise their impact outside of the site. The site slopes from south to north with a height difference of approximately 1.5m with the proposed buildings being set down into the slope in order to reduce their overall height and mass – when viewed from neighbouring sites/gardens. The buildings have been positioned to minimise any impact on the adjacent dwellings as far as possible. Two of the units would be located adjacent to the southern boundary where the ground level would be much lower than the rear garden level to Ward Close properties. Only one unit would be located adjacent to the northern boundary; straddling the rear boundary of two dwellings fronting onto Hollycroft Close. A communal green space is also located to this side of the site.



Figure 3. Visual showing the layout of built form in relation to surrounding properties.

- 8.14 The Suburban Design Guide advocates different approaches to considering character, including a 'contemporary reinterpretation' approach whereby development seeks a contemporary appearance whilst working with traditional character forms and/or features and materials predominant in an area. The proposed development embraces the contemporary reinterpretation approach and is supported by officers.

8.15 The use of shallow mono-pitch roofs would serve to maximise the internal space whilst reducing the overall apparent height of the new dwellings making them visually recessive to the adjacent houses. The mass of the buildings has been broken down by the use of differing materials to articulate different built elements and the external materials palette has been drawn from local buildings. The entrances would be finished in a light-coloured brick and part of the ground floor would have a pale rendered finish, both of which are the predominant materials found in the surrounding area. The remaining parts of the upper floor is proposed as standing seam zinc to create visual interest in the façade and a biodiverse roof is partly proposed which creates a visual link to the vegetation.



Figure 3. Visual showing the layout of built form in relation to surrounding properties.

8.14 A parking court is proposed to be created in front of the new units which would be finished in permeable surfacing. This parking court would be separated by the parking area for the existing units by reconfigured communal amenity areas for existing residents with a further area of communal garden proposed for the new units. These areas should ensure that the hardstanding would not be overly dominant and that the site would still contain a number of green spaces.

8.15 The site has a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels should range between 150-250 habitable rooms per hectare (hr/ha). The proposal would provide 91hr/ha, well below the above density range although as explained above, the density of this development has been fundamentally determined by a well-executed design-led approach to the site and its potential rather than through the application of a somewhat crude and formulaic understanding of residential density. The proposal would provide three good sized family units and result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.

8.16 Overall, having considered all of the above against the backdrop of housing need, officers are of the opinion that the proposed development has been well considered and would create high quality housing that would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

8.17 All of the proposed new dwellings comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all are at least dual aspect

indicating that they will have good access to light and ventilation. High level windows and roof lights have been inserted in the dwellings that would abut the southern boundary in order to maximise light. The quality of proposed internal amenity space would be acceptable.

- 8.18 All units would have good sized private rear gardens that would exceed the required policy standards. The gardens would be bound with new extra heavy standard tree planting to provide separation and screening from the adjacent gardens. Whilst not required by policy, an area of communal outdoor amenity space is proposed which would provide the new units with an attractive open green vista to their frontages and improve their overall setting.
- 8.19 In terms of accessibility, Plot 1 has been designed to be wheelchair adaptable (M4(3)), while the other two are accessible and adaptable M4(2). This will be secured by condition.
- 8.20 The development results in high quality family accommodation, all with adequate amenities and provides an acceptable standard of accommodation for future occupiers.

Residential Amenity of neighbouring occupiers

- 8.21 The main properties that would be affected by the proposed development are 15a Normanton Road, Properties on Ward Close, Hollycroft Close and Croham Manor Road.

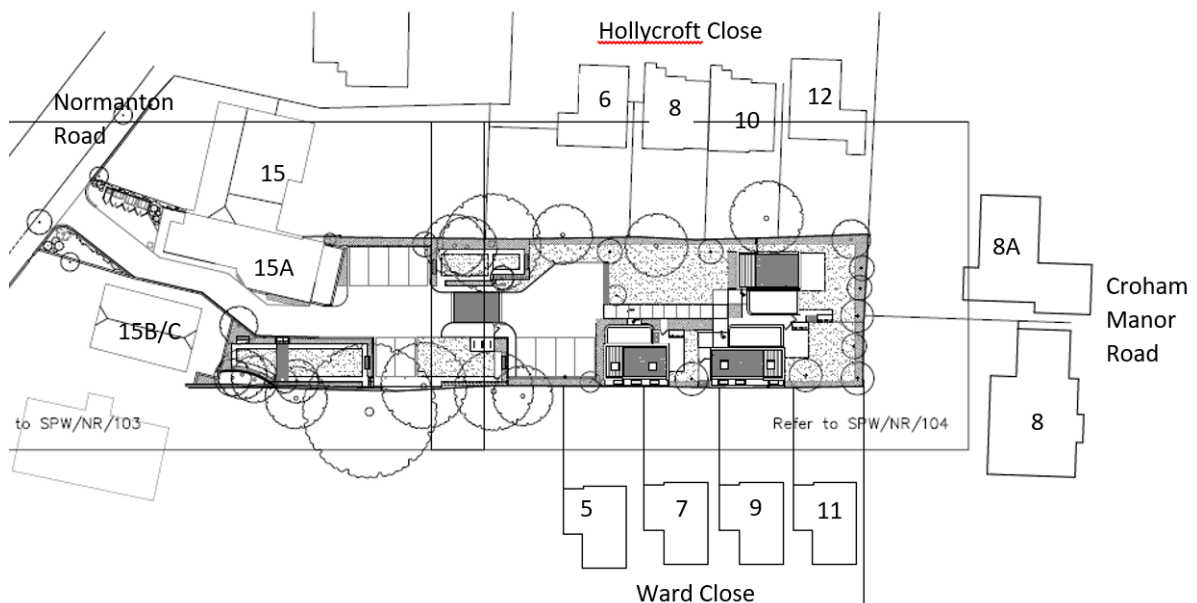


Fig 5: Proposed Block Plan highlighting the relationship with the adjoining occupiers.

Existing occupiers of 15a Normanton Road

- 8.22 The area of land on which the current development is proposed was previously identified as an external communal amenity space for the 7 flats accommodated within 15A Normanton Road and pursuant to planning permissions (LBC Refs 09/00451/P and 10/00736/P). Whilst it is unclear whether residents have a right to use this area of land (with the applicant advising that there are no other interests in the land the subject

of the planning application) it is clear that this proposal would remove part of the previously intended communal amenity space. However, to mitigate the loss, a dedicated communal open space would be created for the existing occupiers which would amount to approximately 230 sqm of usable amenity space. The existing car park would be reconfigured and the same number of parking bays (6) as existing would be provided.

- 8.23 At its closest point the new development would be situated over 30 metres from the existing building and would therefore cause no undue harm in terms of daylight/sunlight, privacy and outlook.

15b/c Normanton Road

- 8.24 This property is situated to the southern side of the entrance to the site. At its closest point the new development would be situated over 50 metres from this building and therefore would cause no undue harm in terms of daylight/sunlight, privacy and outlook. The proposal would utilise the existing access, and whilst it is noted that this access is in very close proximity to the front elevation of 15b/c, the introduction of three new properties accessing the site would not cause any materially harmful impact in comparison to the existing situation.

15 Normanton Road

- 8.25 At its closest point the new development would be situated over 40 metres from this building which comprises 7 flats. The proposal would cause no undue harm in terms of daylight/sunlight, privacy and outlook. The car parking spaces for the existing units would be reconfigured to be slightly closer to the boundary with this neighbouring property (approximately 0.5m from the boundary). This would not be so significantly different to the existing situation that the proposal would have any greater adverse impact.

Properties on Ward Close

- 8.26 Ward Close properties back onto the southern part of the site and are situated on higher ground compared to the application site. These properties have rear gardens of approximately 11m in depth. It is proposed to lower the ground level alongside the southern boundary, meaning that the proposed buildings would be 3.5m above ground level at the southern boundary. The proposal would sit approximately 1.6m above a standard boundary fence. Given site orientation, the ground level changes and the design/massing of the proposed buildings, the proposal should have no adverse impact on these dwellings; not being overbearing or causing any loss of light or outlook. The only proposed southern facing window serves a bathroom and any permission would be conditioned to ensure this window is obscurely glazed and non-opening below 1.7m above floor level.

Properties on Hollycroft Close

- 8.27 The properties fronting Hollycroft Close to the north are situated on a lower ground level. Their gardens rise at the rear and are approximately 10 metres deep.
- 8.28 Units 1 and 2 would be 10m from the northern boundary which would prevent any harmful loss of light or outlook. Their front elevations would be over 20m from the rear

elevation of these adjacent properties which would prevent any harmful loss of privacy and it is noted that there is mature landscaping within the rear gardens of these dwellings which would provide a soft screen.

- 8.29 Unit 3 would be located 1.7 metres from the northern boundary. The dwelling has been located to straddle the boundary between 10 and 12 Hollycroft Close so that it doesn't sit behind one dwelling in its entirety. This approach would prevent the proposal from significantly affecting the outlook from any one property. Given the orientation of the buildings, the sun would be at its highest in the sky where the development could cause any loss of light. The proposal would not encroach into the 25-degree angle from the ground floor windows of 10/12 Hollycroft Close and as such, any impact on light would be minimal. Only a high-level window would be inserted in the ground floor of the northern elevation and therefore the proposal would not cause any loss of privacy.

Properties on Croham Manor Road

- 8.30 The rearmost proposed building would be located 8 metres from the rear boundary and approximately 20m from the rear elevation of the closest property on Croham Manor Road (8A). Given this distance, the proposal would cause no harmful loss of light or outlook and accords with the SDG in terms of separation distance and ensuring there would be no undue loss of privacy. A mature treescreen is proposed to the rear boundary to provide a visual screen between the dwellings.
- 8.31 For the above reasons, it is considered the impact on the residential amenities of neighbouring properties is acceptable and in accordance with policy.

Parking and Access

- 8.32 The site has a PTAL of 2 which indicates relatively poor access to public transport. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1 and 2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. This would amount to a maximum requirement of 4 spaces. It is proposed to create four vehicular parking spaces off road and as such, the development would provide an acceptable amount of parking provision so not to have any adverse impact on the free-flow of the highway network. The plans show that vehicles can access and egress these spaces and leave the site in forward gear.
- 8.33 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP is recommended to be conditioned. One space will be suitable for a wheelchair user having an additional 1m clear space to the side with dropped kerb.
- 8.34 Cycle storage would be provided individually for each dwelling in accordance with London Plan requirements (2 spaces for each dwelling).
- 8.35 The parking area for the existing units would not be reduced in scale but would be reconfigured. 6 spaces would be provided as existing. Swept path drawings have been provided to demonstrate that vehicles can access and egress these spaces and leave the site in forward gear.
- 8.36 The existing vehicular access would be used to access the new units. The access is narrow in parts and whilst it is recognised that it is not ideal, it is as existing and it is

not considered that three more units would significantly worsen the situation. Given its narrowness, vehicles will not be travelling at speed and therefore, pedestrians would be put at any greater risk by the proposal. The existing gravel surface is in poor state and the application states that the access would be resurfaced with bound gravel over the concrete slab to make a suitable and robust shared surface.

- 8.37 Given the narrowness of the access track, fire tenders would not be able to access the site. Approved Document B of the Building Regulations, outlines the main standards required for fire safety of buildings (including dwellings). Commonly, with new developments, there should be access for a fire tender to the building curtilage without the vehicle needing to reverse more than 20 metres. However, for sites which are more constrained, alternative solutions can be provided to the satisfaction of local fire authority. The applicant has undertaken consultation with the Fire Safety Regulation Helpdesk at London Fire Brigade HQ to establish the fire safety standards, who have confirmed that “*Where sprinklers in accordance with BS 9251:2014 or BS EN 12845 are fitted throughout a house or block of flats: a) the distance between the fire appliance and any point within the house (in houses having no floor more than 4.5 m above ground level) may be up to 90m*”. In line with this, a sprinkler system in accordance with the above requirements is proposed to be provided.
- 8.38 Policy DM13.1 requires refuse and recycling facilities to be sensitively integrated within the building envelope where they will not be visually intrusive. The main refuse and collection point for the new houses will make use of the existing bin store at the entrance to the site adjacent to Normanton Road and the applicant has demonstrated that this store is large enough to accommodate bins for the existing and new units. Individual stores are also provided for each dwelling, discretely located within the private gardens/amenity spaces of the individual units.
- 8.39 Local residents have raised concern that the proposal will exacerbate existing traffic problems and congestion and have an adverse impact on highway safety. They are also concerned that the extra traffic will have a detrimental impact on pedestrian safety and dangerous to children as there is a school and nursery in the immediate area. The situation with regard to congestion in the area is existing. The introduction of three new dwellings would not cause any significant increase in the number of vehicles on the roads. The vehicular access is existing and therefore there is no reason to believe three new units would have any impact on pedestrian safety in comparison to the existing condition.
- 8.40 Residents have also raised concerns as regards the inability of construction vehicles to access the site and the highway dangers they would create by needing to stop on the highway. This issue are material and the site is constrained in terms of ease of construction. However, officers are satisfied that the project is able to be appropriately managed through compliance with a detailed Construction Logistics Plan which would need to be submitted and approved prior to the commencement of development (in consultation with the Council’s Highways and Environmental Health teams).

Trees, Landscaping and Ecology

- 8.41 The trees on site are not protected by a Tree Preservation Order and whilst the site is heavily vegetated (with a number of trees present) the Arboricultural Assessment and Council’s Tree Officer has confirmed that most of the trees are of poor quality. 10 poor quality trees are proposed to be removed and replaced with 10 new extra heavy

standard specimens alongside site boundaries. The proposed landscaping strategy is supported by officers.

- 8.42 The applicant submitted a Phase 1 Habitat Survey (March 2019), Walkover Badger Survey (March 2019), a Bat Emergence Survey (May 2019) and additional supporting information. The submitted information has been reviewed by the Council's Ecology Consultant who is satisfied that there is sufficient ecological information available for determination of this application, subject to the imposition of a number of conditions. It is recommended that the mitigation and enhancement measures set out in the submitted surveys are secured by condition to conserve and enhance protected and priority species and habitats particularly great crested newts, badgers, nesting birds and reptiles. The consultant has noted that reptile habitat may be present (i.e. brick piles, scrub and tall ruderal habitats) and as such, has recommended the imposition of a planning condition requiring a biodiversity method statement be submitted, in order to protect reptiles during construction.

Environment and Sustainability

- 8.43 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.44 The site has very low risk of surface water and fluvial flooding, but does have potential for groundwater flooding at the surface. A Flood Risk Assessment (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. The report outlines that SuDS techniques will be used to ensure flood risk is not increase elsewhere. Any permission would be conditioned requiring site-specific flood risk measures to be submitted and approved by the local planning authority.

Other Matters

- 8.45 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.46 The principle of development is considered acceptable within this area, the scheme providing three new homes. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no harmful impact on the amenities of the adjacent properties. Adequate parking is proposed on site and the impact on the highway network is acceptable. The replacement landscaping scheme would provide good mitigation for the loss of the existing trees on site and a number of conditions are required to ensure protected species are not harmed and mitigation provided. The proposal is therefore considered to be accordance with the relevant policies.
- 8.47 All other relevant policies and considerations, including equalities, have been taken into account.



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PART 5: Planning Applications for Decision

Item 5.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/03689/FUL
 Location: Crakell End, Hartley Down, Purley, CR8 4EA
 Ward: Kenley
 Description: Demolition of existing detached bungalow and garage; erection of two pairs of semidetached dwellings (4 dwellings in total) with car parking, refuse and recycling store, soft landscaping and new vehicular access
 Drawing Nos: P001, P002, P003, P004 Rev D, P100, P101, P102 Rev B, P103 Rev A, P105, P201 Rev D, P202 rev D, P500 Rev D, P501 Rev D, P700 Rev D, P701 Rev D, P702 Rev D, P703 Rev A, P704 Rev A, P705 Rev A, P706, P707, P710 Rev C, P711 Rev C.
 Applicant: Mr A Howell, Buxworth Homes
 Agent: Mr Simon Grainger
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing			1		
Proposed houses			2 x 3 bed 5 person	2 x 4 bed 7 person	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	8

1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. External materials as submitted
- 3. Hard and soft landscaping including retaining walls and maintenance to be submitted
- 4. No additional windows in the flank elevations
- 5. Obscure glazing to windows in flank elevations if below 1.7m
- 6. All units to be M4(2) accessible and adaptable dwellings
- 7. Car and cycle parking provided as specified

8. Details of electric vehicle charging point to be submitted
9. Construction Logistics Plan to be submitted
10. 19% Carbon reduction
11. 110litre Water usage
12. Flood risk measures in accordance with submitted Flood Risk Assessment
13. Time limit of 3 years
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Highways works
- 4) Ecology consideration
- 5) Network Rail requirements
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:

- Demolition of existing house
- Erection of 4 x three storey semi-detached houses (2 x 3 bed and 2 x 4 bed)
- Provision of 6 off-street parking spaces
- Provision of associated individual refuse and cycle stores for each dwelling

- 3.2 During the course of the application amended plans have been received to improve the appearance of the development by dividing and relocating the bin stores, alter the external materials to reduce the vertical appearance and proposed materials of the building and provide a dormer in the rear roof slopes to improve the outlook from the rear bedrooms. The proposed side boundary treatment has also been altered to the front of the proposed houses to reduce the height of the fencing.

Site and Surroundings

- 3.3 The site comprises a single storey detached bungalow, located on the western side of Hartley Down. Land levels across the site fluctuate with part of the rear garden and the pavement/road being approximately 1m lower than the existing bungalow. There is a railway line directly to the rear of the site.
- 3.4 There are no specific policy constraints at the site. The site lies in an area at low risk of surface water flooding and potential for groundwater flooding to occur. The site has a Public Transport Accessibility Level (PTAL) of 2 and is located on a road where Planning Permission is required for new dropped kerbs.



Figure 1: Aerial street view highlighting the proposed site within the surrounding streetscene

Planning History

- 3.4 19/01757/PRE Proposed demolition of existing dwelling and erection of two pairs of semi-detached two and a half storey 4-bed dwellings with parking.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The scheme is of a high quality design, observing the Councils Supplementary Planning Guidance and respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

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

Network Rail

- 5.2 The applicant must ensure that their proposal, both during construction and after completion of works on site, does not:
- encroach onto Network Rail land
 - affect the safety, operation or integrity of the company's railway and its infrastructure

- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

The development must ensure that any future maintenance can be conducted solely on the applicant's land. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Network Rail have also provided comment with regard to machinery, scaffolding, piling, fencing, lighting, noise and vibration and landscaping.

[Officer comment: This is a generic response from Network Rail. An informative notifying the applicant of Network Rail requirements will be imposed on any permission granted].

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 7 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: 60 Objecting: 58 Supporting: 2 Comment: 0

6.2 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>Design and appearance</i>	
Overdevelopment of the site/high density	Addressed in Section 8.15 of this report.
Out of keeping and scale with existing development in the area	Addressed in Section 8.7 – 8.16 of this report.
Dominates the plot/cramped	Addressed in Section 8.11 of this report.
Three storeys is too high	Addressed in Section 8.9 and 8.10 of this report.
Design, mass, bulk, detail and materials not suitable	Addressed in Section 8.7 – 8.16 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Loss of light and overshadowing of neighbouring properties	Addressed in Sections 8.23, 8.26 and 8.28 of this report.

Overlooking and loss of privacy for neighbours	Addressed in Sections 8.24, 8.27 and 8.29 of this report.
Loss of view from adjacent properties	This is not a material planning consideration
Extra pollution and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
Construction noise, dust and traffic will be harmful to local residents	A condition will be imposed requiring a Construction Logistics Plan to ensure construction noise and dust is not harmful to local residents.
<i>Landscape/Trees</i>	
Detrimental effect on trees	Addressed in Section 8.36 of this report.
Loss of wildlife habitat. No ecology survey undertaken	Addressed in Sections 8.37 of this report.
<i>Transport and parking</i>	
Inadequate parking provision	Addressed in Sections 8.29 – 8.30 of this report.
Detrimental to pedestrian safety	This is a residential development in a residential area and a single vehicular access is proposed (replacing the existing). There is no evidence that the proposal will have any adverse impact on pedestrian safety in comparison to the existing situation.
Adverse impact on highway safety. Exacerbate existing traffic problems and congestion which is already blocked at school times. Obstruct traffic flow.	Addressed in Sections 8.32 – 8.33 of this report.
Danger from construction vehicles	A condition will be imposed requiring a Construction Logistics Plan to ensure construction is not harmful to local residents.
<i>Other matters</i>	

No drainage proposals indicated. Increase surface water run-off	Addressed in Section 8.39 of this report.
Proliferation of such development in Hartley Down. Set precedence for other such developments in the road and loss of family houses	There is no objection to the principle of the development. This is a previously-developed brownfield site and the proposal reprovides family housing in accordance with Local Plan policy.
Reduces availability for people with disabilities (loss of bungalow)	All units are proposed to be wheelchair accessible and adaptable (Building Regulation M4(2) compliant)
Inadequate services in the area to support high density housing development	The application is CIL liable. Addressed in Section 8.40 of this report.
Devalue existing house prices	This is not a material planning consideration.
Lack of public consultation from the Council regarding this application. No notifications on any lampposts	Neighbours were notified of the application in accordance with the required national guidelines.

6.3 The following Councillors have made representations:

Cllr Oni Oviri (Purley and Woodcote Ward Councillor) has objected to the application:

- Unacceptably high density / over-development of the site, especially as it involves loss of garden land & the open aspect of the neighbourhood
- Additional noise will be created by this development which will be detrimental to the existing residents.
- Disruption and loss of privacy and visual amenity for the nearby neighbours
- No ecological survey has been done
- No external daylight study has been produced to address the reduction in light to the immediate adjacent houses
- Unclear impact on trees
- Impact on side windows of Ravenswood
- Lack of public consultation from developer

6.4 Hartley and District Resident's Association have objected to the proposal:

- Adverse effect on the residential amenity of neighbours, by reason of noise; disturbance; overlooking; loss of privacy; overshadowing, etc.
- Unacceptably high density / over-development of the site, especially if it involves loss of garden land & the open aspect of the neighbourhood (i.e. 'garden grabbing')
- Visual impact of the development
- Negative effect of the development on the character of the neighbourhood.
- Design including bulk and massing, detailing and materials, not suitable with surrounding.

- The proposed development is over-bearing, out-of-scale or out of character in terms of its appearance compared with existing development in the vicinity
- The loss of existing views from neighbouring properties would adversely affect the residential amenity of neighbouring owners
- The development would adversely affect highway safety or the convenience of road users

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 Consolidated London Plan 2015, 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), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

7.3 The main policy considerations raised by the application that the Committee are required to consider are:

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability and environment
8. Other matters

Principle of Development

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon, but also across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which separates this target into three relatively

equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which is moving towards adoption (although in the process of being amended) proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes Purley, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs with some opportunity for windfall sites, with growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) has recently been adopted, which sets out how suburban intensification can be achieved to high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.4 The application provides four additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². The existing building on site is a 3 bedroom house with a floor area of under 130sqm. All of the proposed units have floor spaces of less than 130sqm and 2 of the new units would comprise three bedrooms. There would therefore be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The application proposes 2 x 3 bedroom houses and 2 x 4 bedroom houses. Overall, the proposal provides a net gain in family accommodation and contributes positively towards the Council’s goal of achieving a strategic target of 30% three bedroom plus homes.

Townscape and Visual Impact

- 8.7 The existing dwelling types on Hartley Down in the immediate area are well varied and there is no predominant form. The houses vary from single storey to two storey with an array of roof types, including flat, hipped, gable-ended, chalet bungalows with accommodation in roof space. The majority of houses are detached however semi-detached properties can also be found. As well as this, plot size significantly differs in terms of width and depth.
- 8.8 The existing dwelling Crakell End is a single-storey detached property with an eyelid dormer to the front, set on a wide plot with a detached garage to the side. The building does not hold any significant architectural merit and therefore there is no objection to its demolition.

8.9 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.

8.10 The Suburban Design Guide suggests appropriate ways of accommodating intensified development on sites and suggests that where surrounding buildings are predominantly single storey, new development should seek to accommodate a third storey within the roof space. The proposal is for 2 x two storey buildings with third floor accommodation contained in the roofspace, in accordance with this guidance.

8.11 The dwellings in this row have staggered front building lines. The proposed buildings roughly align with the existing house on site following the staggered line. Whilst the proposed built form extends across the majority of the plot, gaps have been provided to either side boundary of approximately 1m and as such the development will not appear unduly cramped within the plot or prominent in the wider street scene. Some properties in the area have been extended to a similar proximity to their boundary lines.



Figure 2. Proposed site layout plan

8.12 The existing house sits at a higher level than the road by approximately 1m by reason of the level change in Hartley Down from south to north. The dwellings immediately to the south do not sit higher than road level. In order to maximise development potential and create an accessible entrance to the site, the scheme proposes some excavation with the building sitting at a lower ground floor level than the existing (by approximately 1m). Given the varied character of properties in this row, this level change can be successfully undertaken without harming the established character of the area. The

overall resultant ridge height of the proposal is comparable with that of the neighbouring properties either side.



Figure 3. Proposed front elevation

- 8.13 As originally submitted, the material treatment of the front elevation, in particular the use of render to the gable features, gave the buildings a vertical and narrow emphasis which is not a characteristic of the area and as such made the building appear out of keeping. The material treatment has been amended so that the buildings have been given a more broken down horizontal appearance. The render has been removed and the ground floor and upper storey separated by using subtly different tones of red brick as well as soldier course banding. Red brick can be found in the immediate area, on the existing house on site and the neighbouring property. The submitted amendments improve the appearance of the buildings and help them to sit more successfully in the street scene.
- 8.14 A parking court is proposed to be created to the front of the site. It is noted that other dwellings in the immediate vicinity have frontages that are dominated by hard surfacing. The parking court would be softened by proposed hedging to the front boundary. As originally proposed a communal refuse store was also proposed to the front of the dwellings. Concern was raised to the visual dominance and unattractiveness of this area as well as its relationship with proposed House 1. The proposal has been amended so that the communal bin area has been removed and replaced with soft landscaping which is a welcome improve to the overall appearance of the scheme. The bins would be stored individually with the garden of each dwelling and a small area for storage on collection days has been provided adjacent to the car park. The plans have also been amended so that the height of the side boundary fencing to the front of the houses has been reduced to ensure that it, alongside the retaining walls are not so domineering.
- 8.15 The site has a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha) are appropriate. The proposal would provide 383hr/ha. Whilst over the range suggested by the London Plan, the proposal would provide four good sized family units and result in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.
- 8.16 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would create high quality

housing that would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.17 All of the proposed new dwellings comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all are dual aspect indicating that they will have good access to light and ventilation. The plans have been amended to include dormer windows in the rear roof slopes of two of the units to improve the outlook and the quality of the bedrooms in this part of the building. Overall, the quality of proposed internal amenity space is acceptable.
- 8.18 With regard to external amenity space, the London Housing SPG states that a minimum of 8-10sqm of private outdoor space should be provided for 5-7 person dwellings. All units have good sized private rear gardens that exceed the required standards.
- 8.19 In terms of accessibility, the excavation of the site allows for the parking area to be gently sloped with step free access to the new units. The applicant has confirmed that all units have been designed to be M4(2) accessible and adaptable and this will be secured by condition.
- 8.20 Overall, the development results in high quality family accommodation, all with adequate amenities and provides an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.21 The main properties that would be affected by the proposed development are Ravenswood to the north, No.2 Hartley Down to the south and No.3 Hartley Down opposite. A railway line abuts the rear of the site, the houses beyond located approximately 60m from the site.



Fig 4: Proposed Block Plan highlighting the relationship with the adjoining occupiers.

Ravenswood, Hartley Down

- 8.22 This detached single storey dwelling is located to the north east of the site. The development would be located closer to the boundary that the existing built form on site, however is almost entirely contained to the side elevation of Ravenswood. It does not encroach over a 45 degree angle from the rear or front windows of Ravenswood. Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation.
- 8.23 Ravenswood appears to have main habitable windows in its front and rear elevations with smaller windows in the southern side elevation facing the development site. Given the scale of these windows and the proximity to the front and rear walls of the building it can be assumed that the windows are secondary or do not serve main habitable rooms. The Suburban Design Guide sets out that the level of protection afforded to side facing windows is limited. As such, it is considered that the proposal would not cause any unduly harmful on outlook from these roofs or cause any harmful loss of light.
- 8.24 There are no windows proposed that would cause any loss of privacy to Ravenswood. All proposed windows in the side elevation are either secondary or serve bathrooms and will therefore be conditioned to be glazed with obscure glass and unopenable below 1.7m above floor level.
- 8.25 Overall, subject to the imposition of conditions, the impact on Ravenswood is acceptable.

2 Hartley Down

- 8.26 2 Hartley Down is a two storey detached dwelling located to the south west of the application site. It has a detached garage to the side adjacent to the application site, the dwelling being approximately 6.5m from the boundary. The proposed building does not encroach over a 45 degree angle from the rear windows of No.3. Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook and given the orientation of the buildings would cause no loss of light.
- 8.27 There are no windows proposed that would cause any loss of privacy to No.2. All proposed windows in the side elevation are either secondary or serve bathrooms and will therefore be conditioned to be glazed with obscure glass and unopenable below 1.7m above floor level. No 2 has one first floor side facing window and a door and window at ground floor. These windows face north and so have limited light. The ground floor units are affected by that property's existing garage. The upper floor window would be located at 7.4m distance from the proposed buildings and in front of them. The impact on the light and outlook of that window is acceptable.

Dwellings on the opposite side of Hartley Down

- 8.28 No.3 Hartley Down is located on the opposite side of the road. Its front elevation would be separated by the proposal by over 30 meters. As such the proposal would not cause any harmful loss of light, outlook or privacy to this dwelling.

Access and Parking

- 8.29 The site has a PTAL rating of 2 which means that it has poor access to public transport links. The nearest bus stop is located approximately 250 meters away on Old Lodge Lane. Reedham Station is located 300 meters to the north of the site. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 3 bedroom units should provide up to 1.5 spaces per unit and 4 bedroom units up to 2 spaces per unit. For the proposed development this equates to a maximum of 7 spaces.
- 8.30 It is proposed to create six vehicular parking spaces off road all from a single access from Hartley Down. Car parking demand on the site has been estimated using 2011 Census data which concludes that the proposed development will generate a demand of 6.4 spaces. A Parking Stress survey has been undertaken to Lambeth methodology indicating that overnight parking stress within 200m of the site is 19.5% (approximately 120 spaces available). As such, it is considered that the proposal provides an acceptable amount of parking provision so not to have any adverse impact on the freeflow of the highway network.
- 8.31 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned.
- 8.32 The existing vehicular access would be stopped up and the new access created further to the south of the frontage. Plans have been submitted showing that the necessary visibility splays can be achieved at the new access. The access arrangement is acceptable and a condition to ensure there is no obstruction within the splays will be imposed on any permission granted. A separate pedestrian access would also be

created into the site. Swept path analysis has also been undertaken demonstrating that vehicles can access the parking spaces and egress in forward gear.

- 8.33 Local residents have raised concern that the proposal will exacerbate existing traffic and congestion issues in the area which is already a problem especially during school times. The number of parking spaces proposed would not result in any significant overspill on the street. The situation with regard to congestion is existing. The submitted Transport Assessment uses TRICS analysis which suggest the development would result in an increase of 14 vehicular trips per day. This would have an immaterial increase on the free flow of traffic or on the safe operation of the adjacent highway network.
- 8.34 Cycle storage would be provided individually for each dwelling within the rear garden area would be provided within the building in accordance with London Plan requirements (2 spaces for each dwelling).
- 8.35 Refuse storage was originally shown to be located in a communal space to the front of House 1. It was considered that this would harm visual amenity and the quality of House 1 and as such this arrangement has been altered so that reuse would be stored individually at each house and an area of hardstanding provided at the front to store bins on collection days. This arrangement is acceptable.

Trees, landscaping and ecology

- 8.36 The site is not covered by any Tree Preservation Order and there are no trees of any particular merit on site. One tree to the frontage would need to be removed however it is noted that there is scope for replacement planting to the front of the development mitigate this loss. It is proposed to provide hedging to the front boundary to screen the parking forecourt. Full details of hard and soft landscaping including a maintenance plan will be secured by condition.
- 8.37 Ecology – Respondents have suggested that the development would cause a loss of wildlife habitat and no survey has been undertaken. During the officer's site visit, there was no evidence to suggest the presence of any protected species on site. None of the habitat types are found on the site which Natural England advise would trigger the need for a survey. This is an existing residential house and garden which is maintained. Gaps would be retained to side boundary which would enable wildlife to roam the area and therefore it is not considered that the current situation for such animals would be harmfully affected. An informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.

Environment and sustainability

- 8.38 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.39 The site is located within an area at low surface water flooding and risk of groundwater flooding to occur. A Flood Risk Assessment (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. The report outlines site specific methods of reducing flood risk in the form of infiltration SuDS techniques

including soakaways and permeable paving. Any permission would be condition to ensure these measures are provided.

Other matters

- 8.40 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.44 The principle of development is considered acceptable within this area, the scheme providing four family homes. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would have no harmful impact on the adjacent properties. Adequate parking is proposed on site and the impact on the highway network is acceptable. Thus the proposal is considered to be accordance with the relevant polices.
- 8.45 All other relevant policies and considerations, including equalities, have been taken into account.