

PART 6: Planning Applications for Decision

Item 6.1

1 SUMMARY OF APPLICATION DETAILS

Ref: 19/00548/FUL
 Location: 42 Welcomes Road, Kenley, CR8 5HD
 Ward: Kenley
 Description: The erection of a three storey building with accommodation in the roof space (comprising 6 x two bedroom and 1 x three bedroom apartment) and 2 x four bedroom, semi-detached houses, with associated access, amenity space, landscaping, alterations to land levels and off street parking.
 Drawing Nos: Ground Floor and Site Plan 918:1103/PL101 Rev.A; Site and roof plan 918:1103/PL100 Rev.A; First Floor Plan 918:1103/PL102 Rev.A; Second Floor plan 918:1103/PL103 Rev.A; Roof plan 918:1103/PL104 Rev.A; Elevations 1 918:1103/PL105; Elevations 2 918:1103/PL106; Topographical Survey S17/6310/01; Design and Access Statement (Turnbull Land, February 2019); Location Plan 1:1250 Licence number 100022432; Tree Survey Report 18-592-Report (Canopy Consultancy, January 2019); Tree Protection Plan 18-592-TPP.
 Applicant: Mr James Caldwell, Turnbull Land Ltd.
 Agent: N/A
 Case Officer: Jan Slominski

Existing	1 bed	2 bed	3 bed	4 bed
Houses	0	0	0	1

Proposed	1 bed	2 bed 4 person	3 bed 6 person	4 bed 8 person
Houses	0	0	0	2
Flats	0	6	1	0
Totals	0	6	1	2

Number of car parking spaces	Number of cycle parking spaces
12	18

1.1 This application is being reported to the Planning Committee because the ward councillor (Cllr Jan Buttinger) and a Resident Association (Kenley & District Residents' Association) made representations in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2 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. Time limit of 3 years (compliance)
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions (compliance)
3. Detailed design of SuDS and flood risk mitigation (precommencement)
4. Demolition, Construction Logistics and Environmental Management Plan to be submitted (precommencement)
5. Materials and details (to be submitted)
6. Landscaping scheme including boundary treatments (to be submitted)
7. Details of refuse storage (to be submitted)
8. Details of play space (to be submitted)
9. Details of cycle storage (to be submitted)
10. Management and allocation of car parking (compliance)
11. 2 Parking Bays to have electric vehicle charging points (compliance)
12. Tree protection plan (compliance)
13. Blue Badge parking space (compliance)
14. Provision of M4(2) and M4(3) units (compliance)
15. 110 litre water usage (compliance)
16. 19% carbon emission reduction (compliance)
17. All flank elevation windows at first floor or above to be obscured glazed with restricted opening (compliance)
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and:

Informatives

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

- 2.3 That the Planning 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 proposed development would demolish the existing detached bungalow at 42 Welcomes Road, and replace it with 9 new homes, summarised as follows:
- A 2 storey building with additional accommodation in the roof slope facing the street, providing 7 flats.
 - A driveway along the side of the block of flats would lead to a pair of semi-detached four bedroom homes. These would also have 2 storeys with accommodation in the roof, and integrated garages.
 - Both buildings would have a mixture of hipped and gable roofs, with the façades comprising brickwork, render and tile hanging to reflect local materials.
 - All new homes would have a private garden, terrace or balcony, with access to a communal garden between the buildings.

- The buildings would both be set behind soft landscaping, with 12 parking spaces (2 per house, 1 per flat, and an additional visitor space) and dedicated cycle and bin storage.

3.2 Following the consultation responses, the applicant has committed to allocating the car parking space to the dwellings and providing an additional parking space for visitors, as visitor parking is not available on Welcomes Road.

Site and Surroundings

3.3 Welcomes Road is a residential street comprising mostly detached buildings set within soft landscaped gardens.

3.4 The site is on the west side of the road and currently comprises a detached bungalow. The site slopes up from the street towards its rear boundary. The existing dwelling is screened from the street by a tree and dense planting.

3.5 The site is in walking distance of Kenley Station (approximately 600m), although the road is relatively narrow, with no pavements or on-street parking and a Public Transport Accessibility Level (PTAL) of 1b (low).

3.6 The following image shows the site's location.



Fig 3.1 Site Location Plans (OS and Aerial View)

Planning History

3.7 The following planning decisions are relevant to the application:

42 Welcomes Road

- | | |
|-------------|---|
| 15/04099/LP | Erection of single storey side and rear extensions. Approved
12.10.2015. Not implemented. |
| 15/02944/LP | Erection of single storey side and rear extensions. Refused
03.08.2015. |
| 12/00279/P | Alterations to land levels at rear to provide terraced garden. Refused
09.04.2012 |
| 12/00183/P | Retention of boundary fence, piers, gates and landscaping. Refused
09.04.2012. |

40 Welcomes Road

- | | |
|--------------|---|
| 17/02511/NMA | Demolition of existing building; erection of 2 four bedroom detached houses and car port and associated access, parking and landscaping (amendment to planning permission 16/03806/P). Approved
01.12.2016 and implemented. |
|--------------|---|

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is a sustainable location for new dwellings, and the principle of redevelopment to provide additional housing is acceptable.
- The proposal would 3 family sized units (3-4 bedrooms), contributing to the supply of family housing in the borough, as part of a sensible mix of unit sizes.
- The proposal would provide satisfactory living conditions, with regard to space standards, outdoor amenity and quality of accommodation.
- The design and appearance of the proposal would reflect the character of Welcomes Road, and the site layout respects the prevailing development pattern (with a larger frontage building, and smaller visually subordinate development to the rear) and the site's topography.
- The proposal avoids unacceptable harm to the neighbours' living conditions.
- Appropriate provision is made for cycle and car parking, discouraging car use whilst avoiding parking congestion on the street.
- The proposal would overall, subject to the recommended planning conditions, comply with the Croydon Local Plan (2018) policies and result in a sustainable form of development.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

6.1 Letters were sent to 10 neighbours notifying them of the application. 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: 167 Objecting: 163 Supporting: 4

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:

Summary of objections	Response
<i>Design</i>	
The design would be overbearing and too close to the street.	The frontage block would be set back from the road and aligned approximately with the frontages of 40 and 4 Welcomes Road. The buildings would both be two storeys plus accommodation in the roof, which is of similar scale to the surrounding buildings.
There is a risk that the proposed materials will be of poor quality	A planning condition is recommended, requiring the Council's approval of materials and design details.
The development will irrevocably change the character of Kenley beyond recognition	The development is designed as a detached building at the front of the site, reflecting the design of the surrounding buildings; with a smaller building to the rear which reflects the pattern of development adjacent at no.40. As a single, modest development which reflects local character, the impacts on local character will be limited to its immediate setting.
<i>Drainage</i>	
There is no drainage on Welcomes Road	There is mains drainage available to Welcomes Road. The proposal includes a Flood Risk Assessment and measures to minimise surface water run-off are to be secured by a planning condition.
<i>Non-material issues</i>	
The proposed development will affect house prices.	This is not a land use planning consideration.
<i>New Housing and Affordability</i>	
By limiting the proposal to 9 units, no social housing is proposed for local people on low incomes and key workers	As fewer than 10 units are proposed, affordable housing is not a planning requirement. Although the development plan supports maximising housing delivery, a balance needs to be struck to ensure a development with contextual design, sufficient parking and amenity space, and an appropriate mix of units. Officers are of the view that the proposal strikes this balance and is supported by the development plan.

Kenley is not suited to flats.	The Government's National Planning Policy Framework (NPPF) and the Croydon Local Plan 2018 both require the delivery of a wide choice of high quality homes.
There should be a moratorium on new development to allow their impacts to be assessed (Note: This objection came from a newly constructed house nearby)	40 Welcomes Road has recently been developed and was praised in a number of consultation responses, demonstrating that redevelopment can take place with acceptable impacts. The proposed development's impacts are summarised in this report.
<i>Neighbour Amenity</i>	
The proposal represents overcrowding which will result in noise and disturbance	The proposal is low density, with the majority of the site retained as outdoor space. The proposed residential use is consistent with the residential nature of its surroundings.
The proposal will be harmful to neighbours in terms of being overlooked and reduction in light.	The amenity impacts are explained in the "Living Conditions for Neighbours" section of this report at paragraph 8.22 onwards.
<i>Parking</i>	
No parking is proposed.	12 parking spaces are proposed for 9 dwellings (2 per 4-bedroom unit, 1 per 2-3 bedroom unit, and a visitor space).
No parking is available on street, so visitor parking needs to be accommodated on site.	This comment was supported by a parking survey from Welcomes and Uplands Road Association. No on-street parking is available outside the site, so the proposal needs to accommodate its own parking impacts. The plans have since been amended to incorporate a visitor parking space, in acknowledgement of the restricted width of Welcomes Road.
<i>Highways and Traffic</i>	
Welcomes Road is quiet and attracts walking groups and dog walkers. The traffic and disturbance associated with the development may cause highway safety risks.	The impact of 8 additional homes will be minor, noting that there are already more than 8 homes on Welcomes Avenue which exist without significant highway safety risks.
Welcomes Road is narrow with no footpath, and does not provide suitable walking access to the station.	Although Welcomes Road is narrow (with 2 lane traffic, but no footpath), it is a quiet residential street with good visibility, and adequately serves its residents, and is only 600m from Kenley Station (and bus stops).
Emergency service vehicles visiting the site will block the road.	There is sufficient space within the proposal for vehicles to enter, turn around and leave without blocking the road.
<i>Construction Impacts</i>	
It will be impossible to construct the development without damage to neighbouring properties.	Although the road is relatively narrow, the site has a wide frontage and there is no reason why vehicles cannot transport materials without damaging the neighbouring properties.
The construction process will result in disruption.	Some disruption is inevitable with any construction work, but this is temporary and

	not a land use matter. However, a Demolition, Construction Logistics and Environmental Management Plan is to be secured by a pre-commencement condition to minimise environmental and highways disruption.
<i>Wildlife and Green Belt</i>	
The green space in the green belt should be retained.	The site is not in the green belt.
The development doesn't consider the area's wildlife.	The site is a residential garden, and no protected species were referred to in the consultation responses or observed on site. The grant of planning permission would not override other habitat protection legislation.
<i>Infrastructure</i>	
The local area has insufficient infrastructure to support new housing (including sewage and schools).	The development will be liable for a Community Infrastructure Levy (CIL) payment which is pooled to fund local infrastructure.

6.3 Cllr Jan Buttinger raised an objection on the grounds of:

- Overdevelopment
- Insufficient parking provision
- Detrimental impact on trees
- Pedestrian safety

6.4 Cllr Steve O'Connell raised an objection on the grounds of:

- Parking
- Highway Safety
- Tree protection
- Incompatible with neighbourhood centres

6.5 Kenley & District Residents' Association have objected on the following grounds:

- Inadequate Parking provision
- Highway and pedestrian safety
- Loss of greenery
- Tree protection
- The site is not in walking distance of local facilities

6.6 Welcomes and Uplands Residents' Association have objected on the following grounds:

- Inadequate Parking provision (supported by a parking survey demonstrating no availability of parking on Welcomes Road)
- Highway and pedestrian safety
- The development would not respect local character
- Insufficient waste capacity
- Overlooking

6.7 In support of the proposal, a comment was received from a close neighbour stating that the site has been an eyesore for seven years and redevelopment is welcomed.

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 2016, 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 July 2018 and updated 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:

Consolidated London Plan 2016

- 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

Croydon Local Plan 2018

- SP2 - Homes
- SP6 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities

- DM10 - Design and character
- DM13 - Refuse and recycling
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM40 – Kenley and Old Coulsdon

Supplementary Planning Guidance/Documents:

- London Housing SPG March 2016
- Croydon Suburban Design Guide 2019
- London SPG Shaping Neighbourhoods: Play and Informal Recreation

8 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

- 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. Windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.
- 8.3 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. Policy DM1.2 supports this aim by preventing 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, and this requirement to retain or re-provide family sized homes has been upheld by several recent appeal decisions.
- 8.4 The existing dwelling is smaller than 130sq.m and therefore is protected by Policy DM1.2. The proposal would re-provide an equivalent dwelling and overall 30% of the proposed dwellings would have three or more bedrooms. It would therefore comply with Policies DM1.2 and SP2.7.
- 8.5 The proposed unit mix is six 2-bedroom (4 person) units, one 3-bedroom (and two 4-bedroom units). All 2-bedroom units would be suitable for 4 occupants and therefore these, in addition to those with three or more bedrooms, can be considered a form of small family sized housing (for the first three years of the Croydon Local Plan). This is considered an acceptable mix, which reflects the need to deliver family sized

housing and whilst maintaining the site's suburban character and remaining proportionate to the site's limited public transport accessibility.

8.6 The site is located within an existing residential area and subject to policy compliance in other respects, the principle of redevelopment is supported.

Townscape and Visual Impact

8.7 Welcomes Road is characterised by detached residential buildings, of mixed scale and design. Typically, these are two-storey buildings with pitched roofs. The site immediately adjacent (no.40) has been redeveloped with one "frontage" building, and another to the rear of that site which is accessed via a driveway. Notably, that pattern of development was cited in many of the consultation responses as an appropriate development pattern (notwithstanding that no.40 comprises houses rather than a mix of houses and flats).

8.8 The proposal comprises a block of flats at the front of the site, and a pair of semi-detached houses to the rear.

8.9 The following images show the proposed site arrangement, and front elevations.



Fig 8.1: Proposed Ground Floor and Site Layout



Fig 8.2: Proposed Front Elevation (Frontage block of flats) in context

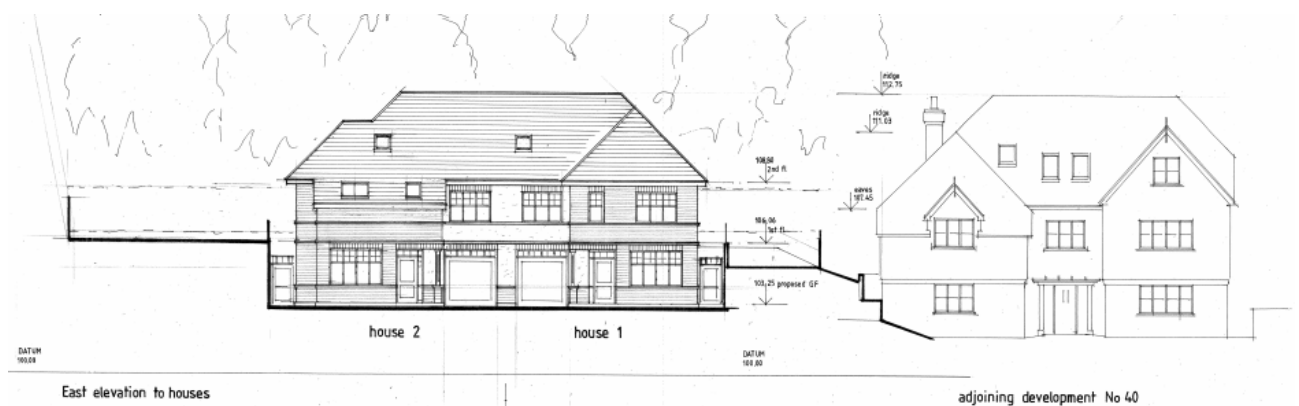


Fig 8.3: Proposed Front Elevation (rear semi-detached houses) in context

- 8.10 The block of flats would have an asymmetrical appearance with two full storeys and a pitched roof (containing one 3-bedroom flat). It would be set in from the side elevations, and the front elevation would be approximately aligned with those of the properties on either side.
- 8.11 Policy DM10.1 seeks to achieve a minimum height of 3 storeys, with the Croydon Suburban Design Guide 2019 suggesting methods of achieving this. The frontage block would be three storeys in height, including rooms in the roof. Given that the frontage house at no.40 is 1.5 storeys (plus rooms in the roof) and no.44 is 1 storey, the proposed height would balance suburban intensification with the scale and character of its context. In terms of size, scale and position it would sit comfortably in its setting.
- 8.12 The facing materials (brick, render and tile hanging) would reflect the local materials, and the centrally positioned front entrance would result in a very legible design. The block would be set behind a u-shaped driveway surrounding an existing Yew tree, and the overall impression would be of a large detached house set within gardens.
- 8.13 To the rear, there would be a pair of semi-detached houses. These would also be 2 storeys with rooms in the roof and an asymmetrical design. The pair of houses would be narrower than the block of flats, with a smaller roof and a partial catslide roof resulting in lower eaves. As a result of the site's topography, the ridge height would be higher than the frontage building, however this would be minimised by being partially cut into the sloping land and its smaller size overall is considered to appear visually subordinate to the block of flats. Although it would not be aligned with the rear house at no.40, it would follow a similar site layout.

- 8.14 The buildings would be separated by a communal garden and driveway, giving access to a detached cycle store. There would also be a detached bin store adjacent to the road (which all residents will pass when entering or leaving the site). The parking areas would be broken up, with no more than 3 adjacent spaces to avoid a car-dominated appearance, and the houses would incorporate internal garages to further minimise the appearance of parked vehicles.
- 8.15 The proposed development would represent contextual design and would fit in to the local character. It would also maintain local character and accommodate the proposal's requirements in terms of cycle storage, waste storage and car parking. Given the number of single storey buildings along this stretch of Welcomes Road, and when balancing all considerations including car parking (see paragraph 8.28 below) in this location on Welcomes Road, officers are of the view this scheme presents an appropriate intensification of the site. Planning conditions are recommended to ensure high quality materials and detailing, and appropriate landscaping design.

Housing Quality for Future Occupiers

- 8.16 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards and would provide sensible layouts with well-proportioned rooms, storage space, and access to private outdoor spaces (gardens, terraces and/or balconies) directly from their living rooms. The buildings would have attractive, well laid out entrances, and the internal spaces and layouts would be acceptable. None of the units would be single aspect, with all units having access to light and daylight from at least three directions. All of the 3-4 bedroom units would have separate kitchens and living areas.
- 8.17 The quality of accommodation would therefore be very high, and there are no concerns about overcrowding or cramped accommodation.
- 8.18 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. Each flat would benefit from private amenity space which would exceed these minimum private open space requirements. There would also be a large amount of good quality communal open space across the site, offering a variety of spaces for residents (including playspace).
- 8.19 In addition to private and communal amenity spaces, the proposal includes children's playspace within the communal gardens, which is to be secured by a planning condition in line with London Plan Policy 3.6 and the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.
- 8.20 The block of flats has incorporated a lift which is welcomed by officers. In order to comply with the London Plan requirement that 10% of units are wheelchair accessible or adaptable, and as all other flats would have level access (some via the lift) a condition is recommended requiring one flat to be Building Regulations Part M4(3) compliant (wheelchair user) and all other units to be M4(2) compliant (accessible and adaptable).
- 8.21 The development would provide high quality accommodation including of family sized housing all with adequate layouts, space, and amenities for future occupiers.

Living Conditions for Neighbours

- 8.22 Due to the spacious nature of Welcomes Road, and the steep topography, living conditions at the properties to the front and rear will not be significantly affected. The properties that have the potential to be most affected are the adjoining properties at 40 and 44 Welcomes Road.
- 8.23 The two detached houses at 40 Welcomes Road have no side elevation windows facing the site. The proposal would fall well outside the 45 degree lines from the front and rear windows at 40 Welcomes Road. Due to the position, size and orientation of the proposal, there would be no significant impacts on living conditions at 40 Welcomes Road.
- 8.24 The bungalow at 44 Welcomes Road is separated from the boundary by a garage. There are therefore no residential side elevation windows directly facing the site. Again, the proposal would fall well outside the 45 degree lines from the front and rear windows, and due to its position to the north of no.44, there would be no sunlight impacts. The proposal would not result in unacceptable impacts to no.44.
- 8.25 The proposed block of flats would have side elevation windows, but they would only be bathrooms or secondary kitchen windows and a condition is recommended requiring obscured glazing to avoid prejudicing future development.
- 8.26 The proposed development is likely to generate additional comings and goings to/from the site. However, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.

Highways, Access and Parking

- 8.27 The site has a PTAL of 1b which reflects its limited public transport accessibility. Welcomes Road is narrow, private and no on-street parking is provided along this Road. However, the site is located within 600m walking distance to Kenley train station and bus stops serving the 434 bus route. Welcomes Road is also a relatively quiet road, and is used by walkers. Access to Kenley Train station for regular journeys is therefore a realistic prospect, and it would be entirely feasible to live at the site without car dependence.
- 8.28 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALS 0-1), boroughs should consider higher levels of provision. A 1:1 ratio would be in line with the London Plan and Croydon Plan to reduce the reliance on the car and meet with sustainability targets.
- 8.29 Furthermore, the Croydon Suburban Design Guide 2019 suggests that in PTALs of 0-1, the Council will seek to accommodate all parking on site (with any anticipated need for on-street parking judged on a case by case basis).
- 8.30 2 spaces per unit are therefore proposed for the larger (4 bedroom units) and 1 space per flat, together with an additional space for visitors. A planning condition is recommended to ensure that spaces are allocated to units, discouraging excessive car ownership, and ensuring that the visitor parking spaces is available for its intended purpose. Combined with the ability to access public transport easily (for example, for regular commuting), the proposed parking arrangements are considered

to sensibly balance the competing priorities of reducing car ownership with accommodating the site's impacts.

- 8.31 Objections have been received detailing that the lack of on-site parking would result in people parking on Welcomes Road, causing undue obstruction to road. The Council's parking policies have been applied generously and flexibly given that there is no on-street parking available within 1 minute's walking distance of the site. The amount of off-street parking is considered to be acceptable. Furthermore, should parking on the road occur this would be subject to other controls as a private road.
- 8.32 One disabled parking space is proposed (10% of spaces, in line with policy requirements), and a condition is recommended requiring all spaces to enable future provision of electric charging points, and 2 of the parking bays (20%) to have an actual electric vehicle charging point.
- 8.33 The proposal re-uses the existing vehicle crossover and driveway to the front of the building but proposes to extend the driveway to the rear of the site to accommodate the additional parking and access to the houses. The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable. The proposed (revised) layout is capable of accommodating a number of vehicles including emergency vehicles.
- 8.34 A dedicated, covered and secure cycle store is proposed for the block of flats, which would be attractive for users and well overlooked to allow good security. The houses would have internal cycle spaces, and the capacities of all of the cycle storage facilities would comply with the London Plan (2 spaces per house, and 14 spaces for the flats). Indicative plans have been submitted, and further details of the store, including the appearance, materials, size and type of stands size will be secured by a condition.
- 8.35 There would be a proposed bin store adjacent to the driveway which is within maximum pulling distance of 20metres from the street. The proposed bin store is capable of accommodating the required minimum capacity for the proposed development (1152 litres dry recycling, 1320 litres landfill, and 87 litres food recycling). Details of the store, including the materials and appearance will be secured by a condition.
- 8.36 The site layout would be capable of accommodating all construction vehicles on site for the duration of the construction process. A Demolition, Construction Logistics and Environmental Management Plan will be required by a condition before commencement of work, particularly given the narrowness of Welcomes Road and the mature trees on the site. This should also outline measures to minimise noise and dust impacts, and disruption to neighbours.

Environment, flooding and sustainability

- 8.37 The site is located within Flood Risk Zone 1 and is at very low risk of surface water flooding. It is also within a surface water and critical drainage area.
- 8.38 The applicant has submitted a Flood Risk Assessment which confirms that a Sustainable Urban Drainage System (SUDS) will be in place; this is to be secured by a pre-commencement planning condition. Although the land slopes steeply and part

of the site would be cut in to the landscaping to create terraces, no basement level accommodation is proposed.

- 8.39 A conditions will also be attached to ensure that the proposal is designed to achieve mains water consumption of 110 litres or less per head per day.

Trees and biodiversity

- 8.40 The site is a house and residential garden, and although there is a significant proportion of green space, no particular biodiversity benefits, protected species or habitats have been identified. Notwithstanding, the grant of planning permission does not override other legislation protecting specific habitats or species and an informative is recommended to advise the applicant to see the standing advice by Natural England in the event that protected species are found on site.
- 8.41 The site is subject to an area wide Tree Protection Order made in 1964. There are trees outside the site's western (rear) boundary and southern (side) boundaries which would not be affected.
- 8.42 There is one existing Yew tree at the front of the site, which along with the laurel boundary hedge at the front of the site would be retained. No trees would be removed as a result of the proposal. The submitted Tree Protection Plan is to be secured by a planning condition to avoid harm to the existing tree during construction.
- 8.43 A landscaping plan is also recommended to ensure appropriate biodiversity benefits and to integrate the scheme into its verdant setting.

Other matters

- 8.44 A planning condition is recommended requiring a 19% reduction in CO2 emissions beyond the Building Regulations Part L (2013) in compliance with Croydon Local Plan Policy SP6.3.
- 8.45 The development will be liable for a payment 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 site is in a sustainable location for new housing development, and the scale, size and amount of development is appropriate for its setting. The new dwellings would provide a good quality and appropriate mix of family sized housing types, supported by car parking, cycle storage and bin 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.
- 8.47 The proposal would comply with the Croydon Local Plan 2018 and would be acceptable.
- 8.48 All other relevant policies and considerations, including equalities and the public consultation responses, have been taken into account.