

1 SUMMARY OF APPLICATION DETAILS

Ref: 20/06509/FUL
 Location: 11 Briton Hill Road South Croydon CR2 0JG
 Ward: Sanderstead
 Description: Demolition of existing chalet style dwelling house and the erection of two pairs of four bed semidetached houses with associated vehicular access, parking, refuse and recycling stores and cycle stores and private amenity space.
 Drawing Nos: 4131 SD, 4131 SL, 4131 3 REV D (Site plan and streetscene), 4131 5 REV D, 4131 6 REV D, 4131 RP REV A., 4131 STB REV A, Planting Schedule Rev A July 2021, Soft landscaping plan rev A (July 2021), 2456-002 rev A, Tree Specification (July 2021) FIRE STRATEGY STATEMENT, Lowriser stairlift details
 Applicant: Miss Syvanna Siragusa
 Case Officer: Jedd Goodwin-Roberts

| | 2-bed | 3-bed | 3-bed + | | Total |
|-----------------|--------------|--------------|----------------|--|--------------|
| Existing | | | 1 | | 1 |
| Proposed | | | 4 | | 4 |

All units are proposed for private sale

| Number of car parking spaces | Number of cycle parking spaces |
|-------------------------------------|--------------------------------------------------------------------------------------|
| 4 parking spaces | 8 Cycle spaces, 2 allocated per dwelling within a locked shed within the rear garden |

1.1 This application is being reported to Planning Committee because objections above the threshold as specified by the Committee Consideration Criteria have been received.

RECOMMENDATION

- 2.1 That the 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
2. Development to be carried out in accordance with the approved drawings except where specified by conditions
3. Removal of permitted development rights
4. Compliance condition for materials shown on approved plans
5. Use of geocellular crate system for tree roots
6. Replacement tree planting (species to be agreed for 2 x trees to front)
7. Hard and soft landscaping condition including maintenance of lift
8. Car parking to be provided as specified
9. Full details of cycle stores to be submitted prior to occupation
10. Details of electric vehicle charging point to be submitted prior to occupation
11. Construction Logistics Plan to be submitted prior to commencement (including demolition)
12. Details of site specific SuDS to be submitted prior to any above ground works
13. 19% Carbon reduction
14. 110 litre Water usage
15. Any other planning condition(s) considered necessary by the Director Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Policies
- 3) Code of practise for Construction Sites
- 4) Party Wall Act
- 5) Highways
- 6) Environmental Health Comments
- 7) Protected Species
- 8) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Planning Sub 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.

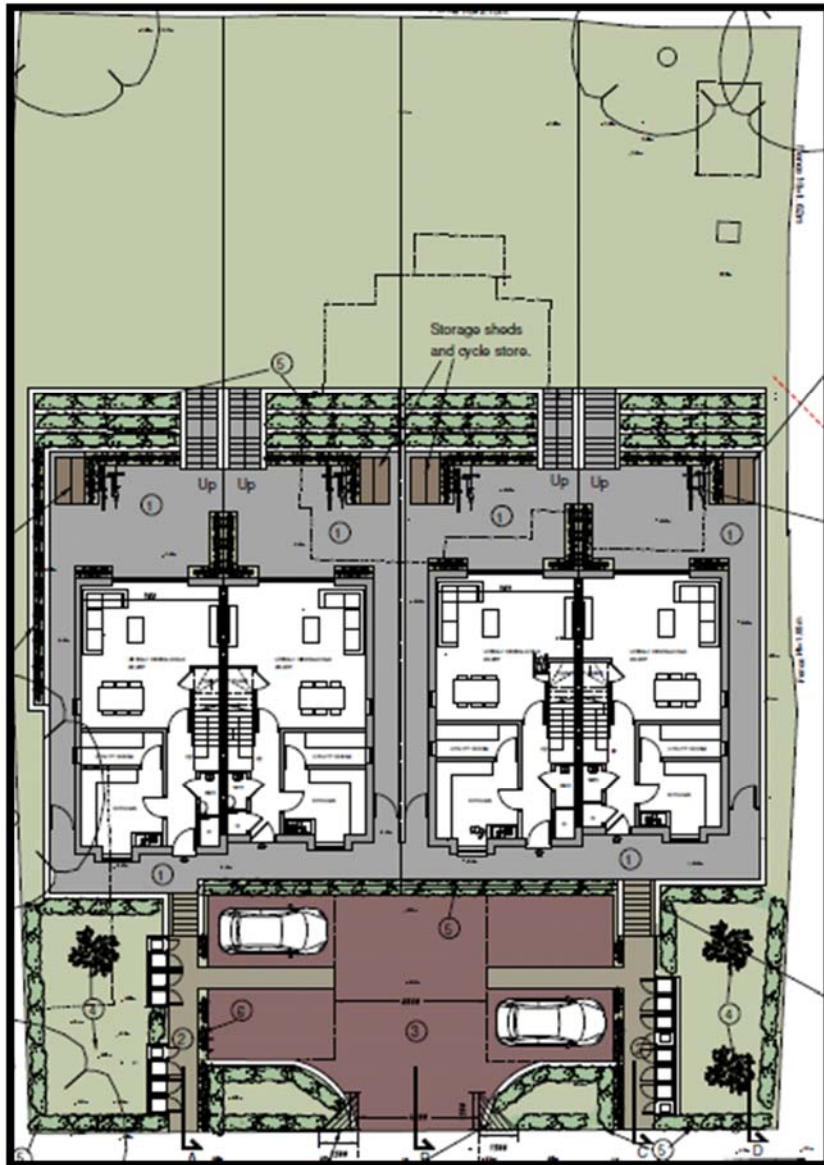
3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- 2 pairs of semi-detached dwellings. Each dwelling comprises of four bedrooms
- Each dwelling would have storage for two bikes each, one car each
- Refuse storage/collection point to the front of the site
- Hard and soft landscaping proposed





Site layout

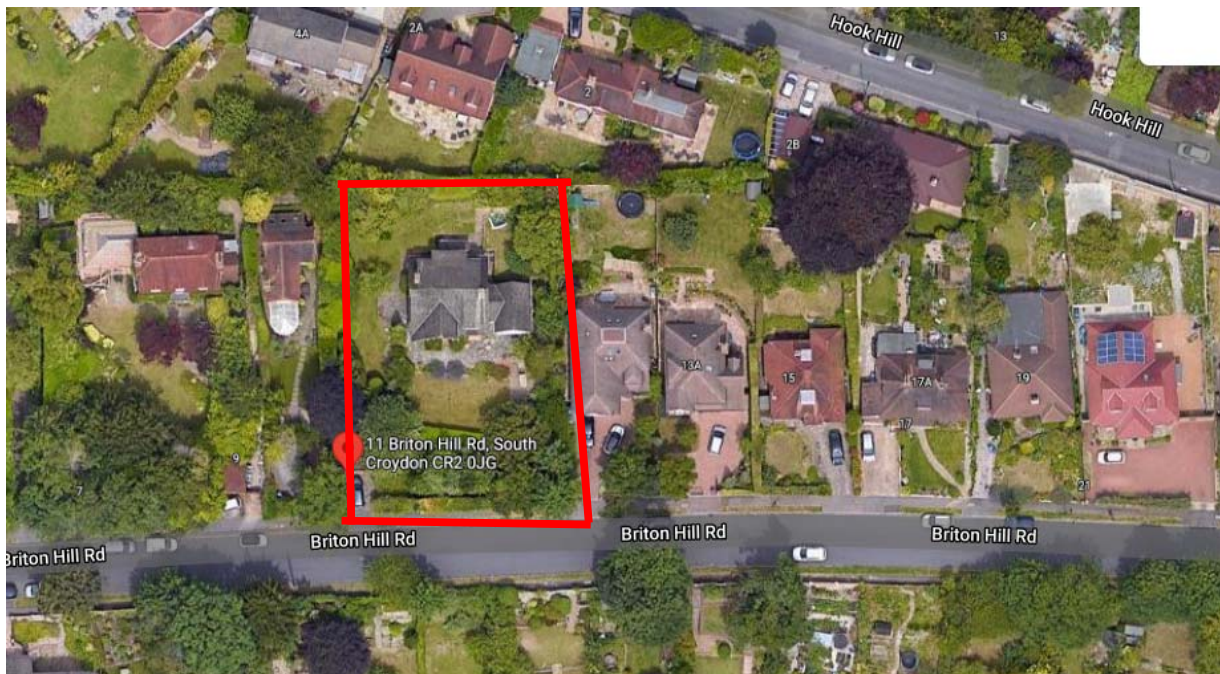
Site and Surroundings

- 3.2 The application site comprises of a large detached chalet style dwelling situated on a broadly rectangular shaped plot measuring approximately 1,325 SQM. The site sits on the northern side of Briton Hill Road in the Sanderstead ward of South Croydon.
- 3.3 The surrounding area is predominantly residential in nature, broadly comprising of detached properties. There is no uniform pattern of development in the surrounding area. Front building lines generally are set in further within each plot moving from

east to west along Briton Hill Road. Land levels increase towards the north. To the north is Hook Lane, properties on Hook Lane are positioned higher than the properties on Briton Hill Road which is to the south.

3.3 The site is at a medium risk of surface water flooding and is at a low risk of fluvial and ground water flooding. The application site is in flood zone 1. The application site has a PTAL of 1A

3.4 The application site contains no protected trees and the site is not subject to any heritage designations nor is the site on or adjacent to protected land.



Aerial View

Planning History

3.6 On site planning history is present:
20/02320/PRE - Demolition of existing 4 bedroom house and erection 8 no three bedroom houses with associated landscaping and parking

20/00926/PRE - Demolition of existing 4 bedroom house and erection 8 no three bedroom houses with associated landscaping and parking

17/03563/PRE - Demolishing of existing dwelling and replacing with single block of apartments which is containing 9 flats. Proposal is associated with access, parking spaces for 9 cars, integrated cycle storage and refuse store

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development on the site is acceptable;
- The design and appearance of the development is appropriate for the site;
- There would be no undue harm to the residential amenities of adjoining occupiers;
- The living standards of future occupiers would be acceptable and compliant with the Nationally Described Space Standards and the London Plan;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- The scheme would have no undue impact on protected trees;
- Sustainability aspects of the development can be controlled by condition.

5 CONSULTATION RESPONSE

The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

6.1 A total of 11 properties were consulted. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 20 Objecting: 20 Supporting:

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 |
|--------------------------------------------------------------------------|--------------------------------|
| Overdevelopment due to its size, footprint, layout, density and massing. | Addressed in Sections 8.5-8.13 |
| Out of character with the surrounding area by design, scale, height and | Addressed in Sections 8.5-8.13 |

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| density/out of character with neighbouring properties/ruin corner aspect/not in keeping with the area/ overcrowded/cramped form of development/overbearing /obtrusive by design/impact on the community | |
| Poor outlook for future occupiers caused by the development, distances and location of bin stores | Addressed in Sections 8.14-8.17 |
| Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance/no daylight and sunlight report | Addressed in Sections 8.18-8.23 No requirement for a daylight and sunlight report with this application |
| Access/Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase traffic/congestion/access/ hazard/ insufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles. Poor pedestrian access. No street lighting No electric vehicle charging Pressures during construction | Addressed in Sections 8.24-8.29 A Construction Logistics Plan is suggested by condition |
| Detrimental impact on trees and hedgerows, mature vegetation and garden land/removal of green infrastructure/ Impact on natural habitat, wildlife and animals | Addressed in Sections 8.30-8.31 |
| Flooding/impact on utilities/poor drainage/ sewers/mains | Addressed in Sections 8.32 – 8.36 |
| Lack of infrastructure/local services | Addressed in Sections 8.32 – 8.36 The development would be liable for CIL which would make a |

| | |
|--------------------------|---------------------------------------------------|
| | contribution to local services and infrastructure |
| Impact on property value | Not a material consideration |

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 Croydon Local Plan (2018), London Plan (2021) and the South London Waste Plan 2012.

7.2 Government guidance is contained in the National Planning Policy Framework (NPPF), revised in 2021. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

7.3 The main policy considerations from the London Plan (2021) raised by the application that the Committee are required to consider are:

- Policy D4 Delivering good design
- Policy D3 Optimising site capacity through a design led approach
- Policy D6 Housing quality and standards
- Policy G5 Urban greening
- Policy H1 Increasing housing supply
- Policy H2 small sites
- Policy H10 Housing mix size
- Policy SI 13 Sustainable drainage
- Policy T5 Cycling
- Policy T6.1 Residential parking

Croydon Local Plan (2018)

7.4 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP2: Homes.
- SP2.1 Choice of homes.
- SP2.2 Quantities and locations.
- SP2.7 Mix of homes by size.

- SP2.8 Quality and standards.
- DM1: Housing Choice for Sustainable Communities.
- DM1.2 Net loss of 3 bed or homes less than 130 sq.m.
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- DM10: Design and Character.
- DM10.1 High quality developments, presumption for 3 storeys.
- DM10.2 Appropriate parking and cycle parking design.
- DM10.4 Private amenity space.
- DM10.5 Communal amenity space.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.
- DM10.8 Landscaping.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.
- DM13.2 Ease of collection.
- SP6: Environment and Climate Change.
- SP6.3 Sustainable design and construction.
- Minor residential scheme 19% CO2 reduction.
- Water efficiency 110 litres.
- SP6.4 Flooding and water management – c) SUDs.
- SP6.6 Waste management.
- DM18: Historic Assets and conservation
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.12 and SP8.13 Electric vehicles.
- SP8.17 Parking standards in low PTAL areas.
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- DCLG – Technical Housing Standards - Nationally Described Space Standards (NDSS)
- National Planning Practice Guidance
- Suburban Design Guide SPD (April 2019)

The Suburban Design Guide SPD provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The guide sets out how residential development, including extensions and alterations, in neighbourhoods across the borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.

With a growing population there is a necessity to build more homes and Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the Croydon Local Plan 2018 with one third of these units through the delivery of development on windfall sites.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues relate to:

1. Principle of development
2. Townscape/visual impact/character of the area
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability, flooding and environment

Principle of Development

- 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that 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 The site is located within an existing residential area. The application proposes four family sized homes which would optimise the use of the site providing additional homes within the borough, which the Council is seeking to promote.
- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The proposed development would provide 4 no 4 bedroom dwellings which would result in 100% of the development providing three or more bedroom units and in principle the proposed development is considered to be acceptable.

Townscape and Visual Impact

- 8.5 London Plan Policy D3 and D4 seeks to optimise housing output taking into account local character and optimising site capacity through a design led

approach. In doing so developments are required to demonstrate high quality architecture and a high quality site layout that contributes to the local character and patterns of development in addition to optimising site capacity. Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently and seek to achieve a minimum height of 3 storeys for all new buildings. New development is required to respect the development pattern, layout and siting; scale, height, massing and density; and the appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located. It is important that developments draw on their local context to evolve the local character in a way which efficiently uses land.

8.6 The Suburban Design Guide sets out three broad approaches when responding to local character:

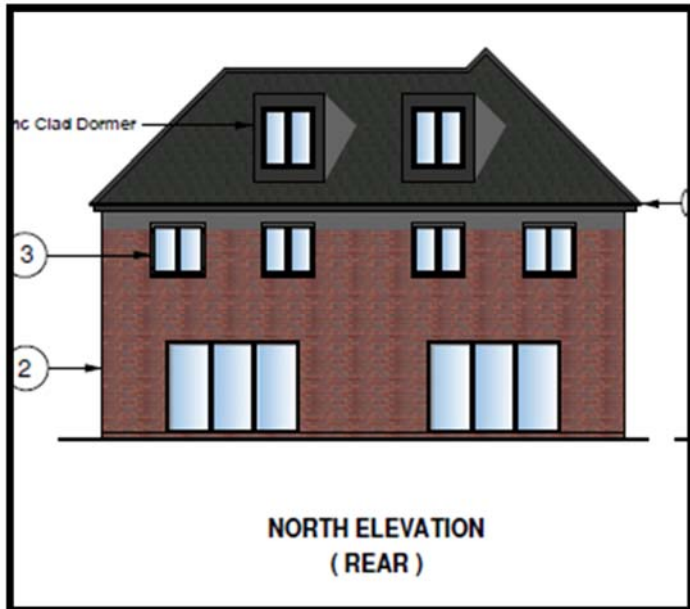
- Innovative and original
- Contemporary reinterpretation
- Sympathetic and faithful.

8.7 It is proposed to erect one pair of semi-detached houses which are considered to be a contemporary reinterpretation of a traditional pair of semi-detached dwellings which is of a design that is considered to compliment the surrounding locale. The design of the scheme incorporates a range of features found in the locality including dormer windows, gabled roofs and brick material finishes to the facades. The dwellings would have a decorative front facing gable feature and a hipped roof form, all of which are present in the immediate locale.

8.8 The dwellings would be two storeys and would incorporate small dormers within the loft space in the front roof slope.



Front Elevation



Rear elevation

- 8.9 The surrounding area is characterised by predominantly detached and semi-detached dwellings of varying architectural design and scale and material finishes. The proposed pair of semi-detached dwellings draw on local design characteristics including gables and hipped roof forms in addition to the placement of the proposed front porches. The proposed two storey pairs of semi detached properties respond well to the surrounding area. The proposed material palette is simple in its approach and would not result in undue harm to the character of the area. The proposed dwellings would be of a similar height and scale as per the existing dwelling on site and given this, the proposed development would be acceptable in terms of its massing
- 8.10 Properties along Briton Hill Road benefit from large front gardens that are predominantly hard landscaped with elements of soft landscaping. The proposed site plan indicates a parking forecourt area and associated hard landscaping with areas of soft landscaping to the sides of the plot. When viewed from the public realm, this would result in an acceptable level of soft landscaping to serve the development and as such the proposed front landscaping area would be acceptable and would not erode the suburban character of the surrounding area. Further landscaping details will be conditioned upon approval.
- 8.10 It is considered the proposed development would not have an impact on the rhythm of the street scene, and would read as a small subservient development that integrates within the wider area. Properties from east to west are set back further in the development plots. The proposed development respects this pattern of development with the adjacent property at 13 sitting forward of the development layout and No.9 sitting further back.
- 8.11 The surrounding area comprises of a mix of building material finishes including render, dark stained timber, red/brown tiles and red brick finishes. The proposed plans indicate that the dwellings would be finished in red multistock brickwork, grey roof tiles and black aluminium window frames and rainwater goods. The details on the plans outline that window reveals would be circa 100mm. The proposed material finishes are considered to compliment the character of the surrounding area. Sufficient details have been provided on plan and as such a compliance condition for the materials shall be added. Similarly the submitted block plan indicates the proposed hard landscaping materials and details of the 1.8m close board wooden boundary fencing. The hardscaping uses a combination of three permeable paving surfaces including Marshalls-Riven Harena Silver Birch grey block work for the patio areas in the gardens, Marshalls – Drivesheft Tegula Piora Block Paving Oennant Grey and a red colour driveline prior permeable block paving for the driveway areas. These hard materials are considered appropriate for this development and help

contribute to the high quality visual appearance of the Sanderstead Geographic region of South Croydon.

8.12 The dwellings would be afforded with generous sized rear gardens. An area to the front would be levelled off whilst the rear ends of the garden would retain the existing ground levels and would remain unaltered. As such, it is considered that the dwellings would thus help to reinforce the suburban environment of Sanderstead and the wider South Croydon Area.

8.13 Given the site is within a residential area, the proposed development would not change the use of the site. Therefore the proposal would have an acceptable impact on the local community.

Housing Quality for Future Occupiers

8.14 The proposed dwellings should be designed in line with the standards set out in the Nationally Described Space Standards (NDSS) and the London Plan Housing SPG, particularly with regard to minimum floor space standards (including minimum sizes and widths for rooms/storage).

8.15 Table 3.1 of London Plan Policy D6 requires a three storey, four bedroom seven person dwellings to have a gross internal floor area (GIA) of 121 SQM with 2.5 SQM of built in storage. The guidance also outlines that double bedrooms must have a minimum GIA of 11.5 SQM and should have a minimum width of 2.75m for the main double bedroom, reducing to a width of 2.55m for each subsequent double bedroom. Single bedrooms should have a minimum GIA of 7.5m and should have a minimum room width of 2.15m. These standards are also in alignment with the nationally described space standards (2015).

8.16 Local Plan DM10.4 requires a minimum amount of private outdoor space of 5 SQM for a 1-2 person unit and an additional 1SQM per additional occupant. Local Plan DM10.6 states that new developments should provide adequate levels of daylight and sunlight to potential future occupants.

8.17 Both dwellings proposes would meet the nationally described space standards for three bedroom, four person dwellings over three floors. The proposed bedrooms would exceed the minimum GIA and width requirements outlined by London Plan D6. The proposed private amenity area would exceed 10 SQM which would be the minimum amount of private amenity space required by Local Plan DM10.4. The dwellings would be dual aspect. Each room would be served by large windows which would provide a reasonable standard of daylight and sunlight. It should be noted that as in accordance with London Plan D12 a fire safety statement was submitted during the course of the application, outlining a fire safety strategy to serve the development. The details of which align with the policy requirements outlined in London Plan D12. As such, the proposal would result in an adequate standard of accommodation for future occupiers.

8.18 The proposed houses are located up steps at a higher level than the parking area and so would not meet the requirements of policy of 90% of units to be M4(2) compliant and 10% M4(3) compliant. However, it should be noted that the site is currently sloped. The proposal incorporates parking spaces at approximately street level and the buildings are set at the existing height of the current buildings, so above the carparking area. The amenity space immediately to the rear is dug in to the existing ground level, which then returns to its original levels at the end of the garden. Therefore, the steps could be removed by either lowering the level of the new houses to the carpark, but this would mean they would sit unusually lower than neighbouring properties, result in significant level changes and retaining walls to the side and a very steep level change to return to existing levels to the rear, as well as not keeping as much of the existing land levels as possible, which helps with the retention of trees, soft landscaping and biodiversity. Alternatively the parking area could be raised to a higher level but this would then mean that the parking spaces would be too steep to be easily usable, especially by people potentially getting out of cars into wheelchairs. Therefore, it is considered that the parking area and the houses are set at the right level. As the units would be accessible by steps, a platform lift has been proposed which is considered to be acceptable, subject to conditions regarding maintenance.

Residential Amenity for Neighbours

- 8.18 Policy DM10.6 states the Council will not support development proposals, which would have an adverse effects on the amenities of the occupiers of adjoining buildings and Suburban Design Guide SPD states that new development should not negatively impact upon neighbouring properties.
- 8.19 The application site is bordered by No's 2-4A Hook Lane which site to the north of the site. These properties sit on higher ground levels than the application site. The rear of the development would be sat at circa 25m away from the rear walls of these neighbours along Hook Lane. As such, the proposal would be in general conformity within the guidance outlined within subsection 2.12 of the London Borough of Croydon Suburban Design Guide 2019 and the proposal is therefore not considered to result in undue overlooking towards these neighbours.
- 8.20 Policy DM10.6 states that proposals should seek to protect the first 10m of amenity provision of neighbours rear gardens. Owing to the significant change in land levels between the application site and neighbours 2-4A Inclusive along Hook Lane, the proposal would not result in undue overlooking that would be harmful to the first 10m of amenity provision perpendicular to the rear wall of these neighbours. The proposal would be no greater in terms of its height than the current building occupying the site and as such, there would be no impacts in terms of light/sunlight and outlook any more so than the existing situation.

- 8.20 To the west is No.9. The proposed dwellings would be set approximately 8m away from the flank wall of this neighbour. The proposed dwellings are considered to have an acceptable impact on this neighbour. This neighbour is sat on relatively similar ground levels as per the application site. The proposed dwellings are set further forward than this neighbours front building line. The proposed dwellings would not intercept a 45 degree sight line taken from this neighbour. The proposed dwellings have no flank facing windows, with the exception of 2 bathroom windows which would be conditioned to be operable above 1.7m internal finished floor height and to be obscure glazed. The proposed dwellings may afford views into this neighbours rear garden, however this level of outlook is considered ordinary within a suburban environment.
- 8.21 To the east is No.13. This neighbour is sat further forward than the proposed building line. The proposed dwellings would achieve a spatial separation of approximately 5m between the flank walls of the neighbour and the proposed dwelling. This neighbour is sat on relatively similar ground levels as per the application site. The proposed dwellings are set slightly further forward than this neighbours front building line. The proposed dwellings would not intercept a 45 degree sight line taken from this neighbour. The proposed dwellings have no flank facing windows, with the exception of 2 bathroom windows which would be conditioned to be operable above 1.7m internal finished floor height and to be obscure glazed. The proposed dwellings may afford views into this neighbours rear garden, however this level of outlook is considered ordinary within a suburban environment.
- 8.22 The proposed development is for four family sized dwellings. The proposed use of the site would not result in an increased amount of disturbance including noise and traffic generation any more so than what would be normally expected within a suburban residential environment. It is acknowledged that with any build there may be slight disturbances and inconveniences for neighbouring properties, it is considered that this would be acceptable and a Construction Logistics Management Plan shall be imposed to ensure neighbouring amenities are protected. In addition, under the Control of Pollution Act 1974, the council has a Construction Code of Practice which sets out when construction and demolition work can occur, and it is not expected that works will be permitted to take place out of these hours. This would be placed as an informative (in the event planning permission is granted) and a Construction Logistics Plan to be submitted as a pre-commencement condition.
- 8.23 Officers are satisfied that the proposed development would not result in undue harm on neighbouring amenity that would justify a reason to refuse planning permission due to the separation distances and the orientation of the development in relation to adjoining neighbours and as such it is considered that the policy requirements of DM10.6 are met.

Access and Parking

- 8.24 London Plan Policies T5 and T6.1 seek to ensure that an appropriate level of parking is provided in new developments. Policy SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travel and parking standards as does DM29.
- 8.25 The application site is located in a poor area of public transport accessibility with a PTAL rating of 1a, which indicates poor level of accessibility of public transport links. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that up to 1.5 spaces per unit being provided for 3 bedroom properties. This is the maximum standard. The proposal would achieve one parking space per dwelling which would fall within the maximum standards outlined in table 6.2 of the London Plan. However, each dwelling would be afforded with one vehicle parking space and cycle parking. The nearest bus stop is on Sanderstead hill approximately 0.3 km away from the application site. The nearest station is Sanderstead Station which is 1km away from the site. Despite the relatively low PTAL, the application site is within 1 km of a railway station and there are various bustops within 0.5km which provides services to nearby towns including Sanderstead, Selsdon, South Croydon, Purley, Croydon. As such, the transport accessibility is adequate and as such, whilst the development has not provided the maximum standard, each dwelling has its own parking space and the transport connections within the immediate area are sufficient for this type of development.
- 8.26 During the course of the application, amended drawings were submitted. Section drawings were submitted which indicate that the gradients adjacent to the public highway /footway to the parking area would be within 1:12 gradients which meet the required standard. With the amended drawings, pedestrian sightlines at 1.5X1.5m and vehicle visibility splays at 43m have been provided. Segregated pedestrian paths have been provided. This is considered acceptable for this development. Swept path diagrams have been submitted. Parking spaces are shown as 3X5m which is acceptable. This shall be conditioned with a compliance condition. Details of electric vehicle charging points will be conditioned upon approval.
- 8.27 The details submitted include acceptable refuse storage collection and storage arrangements and cycle parking. Refuse storage provision demonstrated on the block plan indicates that each dwelling would have refuse space for three wheel bins for each dwelling and an additional space for food caddies/recycling boxes. Houses in Croydon are afforded generally with a landfill bin, recycling and garden waste refuse bin and a food caddy. The refuse store is designed to store 3X240 L wheel bins which are the largest wheel bins supplied by the council. The refuse collection points would be within 20m of a refuse collection appliance and within 30m of a front entrance of each dwelling. Within the rear garden a storage shed is provided for the storage of bikes in addition to a Sheffield cycle store. The proposed cycle provision is therefore considered appropriate for this development. A compliance condition shall be imposed to ensure the refuse storage and cycle storage as shown is implemented.

8.28 Conditions shall be sought for boundary treatment heights not exceeding 0.6m in height

Trees, Landscaping and Ecology

8.30 Policy G7 of the London Plan states “Trees and woodlands should be protected, maintained, and enhanced” and DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the borough’s woodlands, trees and hedgerows. Local Plan Policy DM10.8 e states that in exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi mature trees of a commensurate species, scale and form;

8.31 A proposed soft landscaping plan has demonstrated sufficient replacement tree planting. Submitted with the application a full tree specification has been provided. The proposed plan would see the loss of 10 trees on the site. However the proposal includes a tree planting regime and specification for 11 replacement trees on the site. The trees to be lost include three Category B trees, with the others being Category C trees. Officers are satisfied that the Category B trees are not of such arboricultural or amenity value that the scheme should be refused. The replacement planting specification outlines that six trees would be planted in the front area – two Prunus Padus Watereri would be planted which grow to a height of 3.5 to 4 metres in height and four Betula Albosinensis Fascination which grow to approximately 5m in height. The proposed trees to the front are considered generally appropriate, but there is scope for slightly larger trees to replace the Category B trees which would be located to the front. This would require use of a geocellular system to allow roots to spread under the parking which is considered an appropriate solution to secure trees which can grow to a good size and have an adequate presence on the street frontage. AS such, conditions are recommended to change the species of two trees and secure the use of a geocellular system to ensure adequate growing space. In the rear gardens, each dwelling would have a tree positioned in each. The species is Prunus Avium Plena and one “Fascination”. These trees grow up to 4-4.5m in height. Whilst not visible from the wider public realm, the provision of a tree in each dwelling is considered acceptable and contributes to the wider visual amenities of the development when viewed from the private spaces of the neighbouring properties. No other trees on the site or on neighbouring sites would be harmed by the development although there would be some root protection incursions although these are considered acceptable. As such, the proposed tree planting scheme and specification satisfies the policy requirements of DM10.8e which states that when existing trees are lost, semi-mature trees are planted in appropriate locations within the development.

Environment, Flooding and Sustainability

8.32 SP6.4 of the Croydon Local Plan 2018 - To ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding.

- 8.33 Representations have been received in respect of impact from flooding and poor drainage.
- 8.34 The application site falls within flood zone 1 which means it is at a low probability of fluvial flooding. The environment agency also states that the site is at a medium risk of surface water flooding. Submitted with the planning application was a conceptual Suds strategy report. It provides an assessment of the site geology and the existing infiltration rates. A detailed appraisal of Suds options have been explored with the submission and a timescale for the Suds implementation has been submitted. A maintenance plan for the Suds has also been submitted. The proposed details are considered satisfactory to deal with surface water generation on the site. The site is appropriately soft landscaped and permeable hard surfaces are also proposed. These are conditioned as part of the hard landscaping plan. As such, the proposed Suds measures are considered appropriate and a compliance condition shall be imposed to ensure the development is carried out in accordance with the details outlined in the SuDS report prepared by Innervision Design, December 2020,
- 8.35 Conditions can be attached to ensure that the mains water consumption would meet a target of 110 litres or less per head per day and 19% emissions. This is considered acceptable.
- 8.36 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 Borough, such as local schools.

Other Matters

- 8.37 Permitted development rights are proposed to be removed for these dwellings. The sites are restricted in their plot size and a full assessment of any structures/outbuildings would need to be considered in the future. Similarly, class A has been removed due to the limited size of the plots but also to ensure that future occupiers cannot change the windows/install flank windows in the future. Because of the design of these houses, class D has been removed to ensure that the front façade of these properties remain intact and classes B and C have been removed as the roof space has already been developed.

Conclusions

- 8.37 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a modern interpretation development, relating well with the traditional dwellings found in the area. 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 not have a significant effect on the adjacent properties and

provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on highway safety and the highway network. The proposal is considered to accordance with the relevant policies.

8.38 Whilst it is acknowledged there are other developments nearby, each application is judged on its own individual merits.

8.39 All other relevant policies and considerations, including equalities, have been taken into account.