

## PART 6: Planning Applications for Decision

## Item 6.6

## 1 SUMMARY OF APPLICATION DETAILS

Ref: 18/01353/FUL  
 Location: 114 Addiscombe Road CR0 5PQ  
 Ward: Park Hill and Whitgift  
 Description: Demolition of existing buildings: erection of a building to provide 9 flats (1x1 bedroom, 5x2 bedroom and 3x3 bedroom flats): provision of associated parking and bike storage  
 Drawing Nos: 6620-PL01/A, 6620-PL02, 6620-PL03, 6620-PL05  
 Applicant: Addiscombe Treehouse Ltd  
 Agent: Mr Ron Terry  
 Case Officer: Christopher Grace

	1 bed	2 bed	3 bed	4 bed
<b>Houses</b>	0	0	0	0
<b>Flats</b>	1 (54sqm)	5(65-73sqm) (1 two bed three persons units and 4 two bedroom 4 person units)	3(88sqm)	0
<b>Totals</b>	1	5	3	0

Type of floor space	Amount proposed	Amount retained	Amount lost
Residential	840Sq.m	0 Sq m	339sqm
Number of car parking spaces		Number of cycle parking spaces	
5		17	

- 1.1 This application is being reported to Planning Committee because the number of objections received are above the threshold in the Committee Consideration Criteria and the Park Hill and Whitgift Ward Councillor (Councillor Mohan) has requested it be referred to Planning Committee for consideration.

## 2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission The prior completion of a legal agreement to secure the following planning obligations:
- a) A financial contribution of £9,000 to a pedestrian crossing.
- 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) Built in accordance with approved plans
- 2) Materials to be submitted for approval
- 3) No additional windows to be inserted in the walls of the buildings other than as specified with obscured glass in the flank elevation windows at first and second floor level.
- 4) Details to be provided:-
  - a) Finished floor levels.
  - b) Hard and soft landscaping – including species / size including replacement trees
  - c) Boundary treatment – including private amenity space enclosures.
  - d) Vehicle site lines along Addiscombe Road
  - e) Road safety audit
  - f) Measures to reduce traffic speed on the access road
  - g) Balcony screening
- 5) Tree Protection Methodology/Plan
- 6) Refuse storage requirements
- 7) Cycle storage requirements
- 8) Disabled parking
- 9) Electric vehicle charging point
- 10) Demolition and construction method statement
- 11) 19% reduction in carbon emissions
- 12) 110 litre water consumption target
- 13) Parking to be provided before the flats are occupied
- 14) Details of security lighting
- 15) Details of protection measures to trees
- 16) Details of Suds measures
- 17) Highway Works to widen the access
- 18) Commence within 3 Years

Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

## **Informative**

- 1) CIL - granted
- 2) Code of Practice regarding small construction sites
- 3) Highways works to be made at developer's expense

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 proposal would involve demolition of existing two storey detached house 9.8m high and garage (339sq.m floorspace) and construction of a three storey detached

building 9.6m high (plus 2.1m lower entrance level), a maximum 21.5m wide, 18m depth to provide 9 flats.

- 3.2 The proposed building would be on an elevated position set back 10.2m from the front of the site and would include a front boundary wall, central pedestrian landscape approach and would use an existing drop kerb to provide vehicle access on the east side of the building leading to a car parking in the rear garden. Each of the flats would have their own private amenity spaces with 6 of the flats consisting of inset balconies and the 3 ground floor flats will have access to their own garden/terrace area. Access to the flats would be off a central communal staircase and lift at lower ground level directly off Addiscombe Road. The building is designed to resemble a pair of semi-detached properties with pitch roof design constructed of red brick, render, grey/red tile, metal balustrade, timber doors, landscaped garden, lawn areas, closed boarded fencing, rear parking surface.

### **Site and Surroundings**

- 3.3 The application relates to 0.19 hectare rectangular shaped site containing a detached part single- two storey house and garage situated on the south side of Addiscombe Road. The existing house is located on an elevated position set back 12.5m from the front of the site. To the east and west are detached two-storey houses on narrow plot widths; to the south are rear gardens to two/three storey detached houses to properties in Fitzjames Avenue. Opposite are pairs of semi-detached properties and detached houses. The property contains several trees with mature Lime trees which adjoin the boundary within properties in Fitzjames Avenue and have been granted TPO protection triggered by the current planning application. The site is situated in an Area of High Density and surface water critical drainage. There are no further designations associated with the site.

### **Planning History**

- 3.4 The following applications are of relevance:

17/03046/pre pre-application enquiry demolition of single house and construction of block of 9 apartments with associates parking.

17/04948/pre – pre-application enquiry demolition of existing house and erection of a new block of 9 flats (1 x 1 bedroom, 6 x 2 bedroom, 2 x 3 bedroom)

## **4 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- 4.1 The principle of replacing a the existing two-storey house with a three-storey building to provide 9 flats is considered acceptable.
- 4.2 The proposed new building would preserve the character of the area and would not harmfully affect the appearance of the street scene along Addiscombe Road.
- 4.3 The proposed new building would not have a detrimental effect on the residential amenities of the adjoining occupiers and would provide an acceptable standard of living accommodation.
- 4.4 The development would provide an appropriate level of parking, encourage sustainable modes of transport other than the car, incorporate safe and secure

vehicle access to and from the site and would have an acceptable impact on the highways network.

- 4.5 The development would incorporate sustainability requirements and incorporate sustainability techniques as part of the overall drainage strategy.

## 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 The application has been publicised by way of letters to neighbours. 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: 314      Objecting: 312    Supporting: 1    Comment: 1

Summary of objections	Response
<i>Scale, massing appearance</i>	
<ul style="list-style-type: none"><li>• Out of character and not in keeping with the Whitgift Estate area and Tudor style properties;</li><li>• Not in character with south side of Addiscombe Road</li><li>• Ruin the area;</li><li>• 3-storey building would dominate the road; obtrusive by design;</li><li>• Does not harmonise with neighbouring properties;</li><li>• Plots are for 2 storey single houses not 3 storey block of flats (Flats out of character);</li><li>• Doubles foot print; building 3 times size of current building;</li><li>• No details of boundary treatment/security issues;</li><li>• 2 or maybe 3 three/four bedroom houses may be better;</li></ul>	Officers consider that the proposal in terms of scale, massing and external appearance creates an acceptable building in scale with surrounding buildings. Refer to paragraph 8.4-8.8 of this report
<i>Overdevelopment</i>	
Replace 1 house with 9 dwellings; against ethos of estate; inappropriate; 7 times the amount of residents than present; need to maintain housing stock; intensity of use; impact on surrounding roads; set unwanted precedent; loss of character of area; impose further strain on existing infrastructure; potential of 36 people occupying a site previously of 5 maximum; more family	Officers consider the development to be of appropriate scale and mass in relation to the site. Refer to paragraph 8.4 – 8.8 of this report

accommodation required instead of luxury flat; contrary to Local Plan.	
<i>Daylight and sunlight</i>	
Loss of light to neighbouring properties south and west; light intrusion to rear	Officers consider that due to the position and height of the buildings the proposal would not result in undue loss of daylight/sunlight to neighbouring properties. Refer to section 8.9 -8.15 of this report.
<i>Outlook</i>	
Neighbours would be overlooked by several flats; large number of windows will overlook no.15 Fitzjames Avenue; loss of privacy including to no.112	The proposal would not result in any undue loss of privacy for neighbouring properties. Refer to paragraph 8.9- 8.15 of this report.
<i>Noise</i>	
Increase in noise and disturbance, garden turned to car park during day and night; noise from additional windows; building works and construction	The proposal would not result in any undue noise and disturbance for neighbouring properties. Refer to paragraph 8.14 of this report.
<i>Quality of Accommodation</i>	
Loss of family size property. No family accommodation	The proposal would provide a good standard of accommodation and comply with policy 3.5 of the London Plan. It also includes a good mix of units including family sized units. Refer to paragraphs 8.18 – 8.19 of this report
<i>Transport</i>	
Result in congestion already busy during rush hour; create another access; problems with vision being obscured by trees and access on to a busy main arterial road; danger for motorist and pedestrians lead to accidents; more cars and smell of fumes; lack of parking in area; 1 parking space per flat inappropriate most homes have 2 parking spaces; 2 visitor spaces not enough; parking problems spill into neighbouring roads	The proposal would not result in unacceptable levels of traffic generation and provides a suitable access. A contribution towards a pedestrian crossing in the area will contribute to improving pedestrian safety. Refer to paragraph 8.20- 8.21 of this report.
<i>Trees and wildlife</i>	
Trees will be affected particular rear Lime trees and road side trees; clearly at risk; impact on root system and crown spread; tarmacking of garden would have significant effect on trees; negative effect on wildlife; add risk to flooding	The proposal would not result in the loss of trees subject to a Tree Preservation Order and additional landscaping including new tree planting can be secured by a condition. Refer to paragraph 8.22- 8.24 of this report
<i>Other</i>	
<ul style="list-style-type: none"> <li>• Don't want flats being developed in Whitgift Estate;</li> <li>• Purely profit motive;</li> </ul>	See section 8.1 of this report.

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| <ul style="list-style-type: none"> <li>• Will create more problems in future;</li> <li>• Should be a preservation order for the whole estate;</li> <li>• Worried about devaluation of property values in area;</li> <li>• Plenty of other sites which can accommodate this type of development; what provisions for doctor surgeries, schools, sewage etc</li> </ul> |  |
|--|--|

6.2 Councillor Mohan made the following representations

- a) It is an overdevelopment of the site.
- b) It is completely out of character with the area
- c) It will have an adverse impact on the amenities of adjoining occupiers

## 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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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:

- Achieving sustainable development (Chap 1)
- Promoting sustainable transport (Chap 9)
- Delivering a wide choice of high quality homes (Chap 6)
- Requiring good design (Chap 7)
- Meeting the challenge of climate change, flooding and coastal change (Chap10).
- Conserving and enhancing the natural environment (Chap 11)

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

### Consolidated London Plan 2016 (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
- 5.2 Minimising carbon dioxide
- 5.3 Sustainable design
- 5.14 Water quality and wastewater infrastructure
- 5.17 Waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local character
- 7.6 Architect

Croydon Local Plan: Strategic Policies 2018 :

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and Climate Change
- SP8 Transport and communication

Croydon Local Plan Policies 2018 :

- DM1 Homes
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM25 Sustainable drainage systems
- DM27 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM35 Addiscombe

There is relevant Supplementary Planning Guidance as follows

- Croydon Opportunity Area Planning Framework

## **8 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application which must be considered are:

- Principle of development
- Townscape and visual impact
- Residential amenity/Daylight & Sunlight, overlooking, privacy outlook
- Housing Quality/Daylight & Sunlight for future occupiers
- Transport
- Sustainability
- Waste
- Flooding

### **Principle of Development**

- 8.1 In considering this proposal the local planning authority has had regard to delivering a wide choice of homes in favour of sustainable development in line with the principles of paragraph of the NPPF, Policy 3.3 of the London Plan relating to increase housing stock; policy SP2.1 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life in line and DM1 in supplying new housing.
- 8.2 The application site comprises of a vacant two-storey house. The principle of removing this building to be replaced with another residential scheme would be acceptable subject to the proposal being of suitable scale, design and appearance. The proposal would need to have regard to the building height and its elevated position in the street; the surrounding character and characteristics associated with many of the existing buildings; while maximising the sites potential and retaining the general residential character of the area.
- 8.3 It is considered that subject to an appropriate scale of development in line with NPPF requirements of sustainability and good design, appropriate level of density and a full assessment of amenity considerations, plus conserving the natural environment, and ensuring suitable traffic considerations, there is no objection in principle to the introduction of further residential accommodation in this location in line with London Plan and Local Plan requirements.

### **Townscape and visual impact**

- 8.4 London Plan Policy 7.4 requires that development should have regard to the form, function, scale, mass and orientation of surrounding buildings while 7.6 requires a high quality of architecture. Policies SP4 and DM10 require proposals to be of high quality whilst seeking to achieve a minimum height of 3 storeys and should respect pattern, layout and siting, scale, height, massing and density and reflect the features of the surrounding area.
- 8.5 Objectors have raised concerns over the scale, form and design of the proposed building. The proposal would be forward of the building line of the existing building, would exceed the current building footprint and would introduce a 3 storey building



above the elevated ground floor position. However the current building is already set back from the front boundary and behind the line of the neighbouring properties on either side. The proposal would see the new building forward of the current building line, and would be positioned in line with the neighbouring properties either side and still be set back 10m from Addiscombe Road. In terms of position and height, the proposed building would be located between 8m -9m from 116 Addiscombe Road and 9m-10m from 112 Addiscombe Road and 28m from the rear gardens of properties in Fitzjames Avenue. The building would be 9.6m high above the elevated ground level and would be lower than the present building which is 9.8m high measured from the same point. Therefore overall the proposal would have suitable separation when viewed from neighbouring sites, be of appropriate height and scale and would not appear overbearing or over-dominant within the immediate setting. This is the largest site within this row of properties along Addiscombe Road. Officers consider that while the footprint would increase and the building would be closer to neighbours either side there would be sufficient separation around the proposed building.

- 8.6 The proposed building would increase in height from 2 to 3 storeys in line with policy requirements for this location. Objectors have commented on the building form being out of character with the surroundings. However the proposal has been designed to replicate the form of a pair of semi-detached properties introducing projecting pitched roof bays hipped on either side replicating the form of many of the surrounding buildings. The building would be finished in the materials commonly found within neighbouring properties, predominantly red brick elevations with white render, red and grey tile roofs, aluminium glazing. The details of these materials would be conditioned in order to ensure a satisfactory finished appearance. The proposal would enable the introduction of a single driveway along the east of the building to a rear car park for 5 cars. The location of the parking area on one side would enable a large landscaped garden to be formed with communal lawns and play space, central bench and water feature with permeable paved walkway from the rear of the building surrounded by several new and existing trees.
- 8.7 Neighbours have objected to the proposal as a high density form of the development. With a site area of 1,961sqm the development results in proposed a density of 485 hr/ha. Table 3.4 of the London Plan sets a density range of between 200-700hr/h. The proposal would be within the density range for suburban locations as set out in the London Plan. The London Plan however identifies that density is only the start of the planning housing development and not the end. Furthermore the application of the density range should not be applied mechanistically. The range, for a particular location, is broad enabling account to be taken of other factors including local context, design and transport capacity which, where appropriate, can provide a tool for increased density in certain situations. It is considered that in view of the sites location, design, transport capacity and parking provision density above this range is justified. The proposal would therefore accord with London Plan requirements in promoting housing.
- 8.8 In terms of townscape the proposal would introduce a building of appropriate scale, form and design and is not considered to have an adverse impact on its appearance within the streetscene. The applicant has satisfactorily demonstrated in 3-D imagery the form which building would take along this side of the road. The proposal would be in line with NPPF requirements of sustainable development, good design and conserving the natural environment, this part of the proposal is therefore considered to be acceptable.

**Residential Amenity Daylight/Sunlight, overlooking/privacy and outlook for neighbours.**

- 8.9 The main impact of the proposal would be on the two storey buildings neighbouring the site at 116 Addiscombe Road to the east, 112 Addiscombe Road to west and 13, 15 and 17 Fitzjames Avenue to the south. The proposed building would be between 8m -9m from the flank elevation of 116 Addiscombe Road and would extend beyond the rear of this neighbours property (by 8m). Due to its position and separation distances the proposed building would not result in any significant loss of sunlight or daylight of this neighbouring property. The building would contain windows in the flank elevation and at first floor level with roof lights windows above however these would be high level and provide secondary light to the proposed rooms. At the rear the building would include a first floor level rear projecting balcony and subject to details of screening should not result in undue overlooking of this neighbours property. Noise impacts from the inclusion of the drive alongside this neighbours boundary would be mitigated with the reinstatement of the fence, and inclusion of planting along the boundary.
- 8.10 A similar arrangement of building position windows and balcony would exist alongside the boundary with 112 to the west. The proposed building would not unduly impact on this neighbours light or outlook and a similar condition to the rear balcony should protect the neighbours amenity. The proposal would retain the existing tree line boundary with this neighbour which would reduce the visual impact when viewed from the rear of this neighbours garden.
- 8.11 The proposed building would be 28m from the rear boundary and 70m from the rear elevation for the neighbouring buildings 13, 15 and 17 Fitzjames Avenue to the south. Due to its position and orientation the proposal would not result in undue loss of sunlight, overlooking or loss of privacy for these occupiers. The proposal would maintain the tree line boundary with this neighbours property and reinstate or replace the existing boundary fence with these neighbours properties, which would act as a buffer and reduce noise to the rear gardens of these properties and neighbouring gardens along the south.
- 8.12 Neighbours have raised concern over light and outlook from the proposed building towards properties directly opposite the application site on the other side of Addiscombe Road. The proposed development would result in a change in the outlook for neighbouring properties opposite. However the proposed building would be located a significant distance (36m) from these properties and therefore would not result in any undue loss of light or outlook for these occupiers.
- 8.13 The introduction of parking to rear, and safety issues has raised further concern for neighbours. The proposed level of parking has however been reduced from 11 to 5 car parking spaces. Details of road surfacing including measures to slow vehicle movements at the rear of the site would reduce vehicle speeds while the introduction of security lighting towards the rear of this site would need to be submitted to the Council to ensure suitable safety to the rear but also prevent any possible light pollution. The site at present is currently open with no security at all to the rear.
- 8.14 The re-instatement of boundary fencing along the east and south together with planting (details of which are to be condition) would improve safety, act as a buffer and aid the reduction of noise to the rear. It is acknowledge that there would be

issues of potential noise and disturbance during the building process. An informative requiring the developers act in accordance with the Council's Code of Practice entitled 'Control of Pollution and Noise from Demolition and Construction Sites' should reduce any possible nuisance to local residents

- 8.15 Given the position and distances between the proposed building and neighbouring properties the proposal is not considered to result in any serious loss of amenity for neighbouring occupiers. The proposal would therefore be in line with Council policy DM10 in terms of amenity.

### **Housing Tenure**

- 8.16 The proposed development would provide 1 x one-bedroom, 5 x two-bedroom and 3 x three-bedroom flats. The site is located outside of the Opportunity Area. CLP1 Policy SP2.7 sets out an aspiration for 30% of all new homes outside the Croydon Opportunity Area to have three or more bedrooms. In this case the development would provide 3, three bedroom units 33.3% of the development and would comply with this strategic policy requirements. In addition to this the proposal also includes 4 two bedroom 4 person units which are also considered as highly valuable as recognised with Council policy in providing family sized accommodation. The development therefore provides a good mix of units and this part of the proposal is acceptable.
- 8.17 The proposal would be in line with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies 3.8 housing choice, 3.9 mixed and balance communities and Croydon Local Plan SP2.7.

### **Housing Quality/Daylight and sunlight for future occupiers**

- 8.18 The proposed residential accommodation would be accessed direct from Addiscombe Road. The proposed flats would be in line with Mayoral guidelines set out in Policy 3.5 of the London Plan in terms of internal floor space requirements. 8 of the flats would be dual aspect, whilst the remaining single aspect flat would face in a southerly direction. The position and size of the fenestration would ensure that each flat would receive suitable levels of light and outlook which this acceptable. The proposal would include good size rooms, layout and stacking.
- 8.19 Each flat would have its own private amenity space in line with Mayoral requirements. The proposal would also have a large communal landscape garden to the south. The proposal is in accordance with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies.

### **Transport**

- 8.20 The application site is located on the A232 Addiscombe Road which forms part of the Transport for London Network (TLRN, the highway authority responsible for Addiscombe Road). The site has a PTAL of 4, which is good, being well located just outside of the Croydon Opportunity Area, close to East Croydon Station and several bus routes and Sandilands tram stop. Objectors have raised concerns over the level of parking proposed. The applicant has amended the proposal in line with TfL comments, reducing the vehicle access to a single entry and exit point, identifying visibility display in either direction and reducing the number of parking spaces from 11 to 5 (including 1 disabled parking space). TfL in response to previous incidents

also required that the developers to make a contribution to the introduction of a pedestrian crossing within close proximity of the site (adjacent to 116 Addiscombe Road). The applicants have agreed to a contribution of £9,000 to introduce a pedestrian crossing at this point and subject to conditions providing a road safety the proposed layout and level of parking is acceptable.

- 8.21 A condition securing the disabled parking space and the provision of (Electric Vehicle Charging Point (EVCP) in accordance with London plan standards would help promote sustainable travel providing limited parking especially in areas of high PTAL. In addition the provision of 17 bicycle spaces, would also encourage alternative means of transport other than the car. The existing vehicle crossover would require widening and cost of works will have to be done at the applicant's expense. A section 278 agreement with TFL would be required in order to provide any works to the footpath/access point to the site and this would need to be secured by condition.

### **Trees/Wildlife**

- 8.22 A principle feature of the site are the large trees which front the building along Addiscombe Road, the large landscape garden to the rear which contains a number of trees; and the number of large trees along the boundary of the adjoining properties to the south in Fitzjames Avenue.
- 8.23 The proposal would involve the removal of several trees on this site. The applicants tree report has identified the removed trees as either Category C (Low quality) or Category U (in poor condition and cannot be retained) trees. An inspection by the Council's tree officer has identified a number of large Lime trees along the (southern) boundary of the site worthy of protection. During the course of the application a TPO (No.7/2018) has been issued in respect to these Limes Trees (T27- T40), located close to the boundary of the site in the rear garden of 15 Fitzjames Avenue. The applicant's tree report describes the measures which would be undertaken to protect the existing trees. These include protection of root areas during construction and landscaping works. In view of the potential impact the creation of the vehicle access and parking area proposed towards the rear garden officers recommend that details of methodology to be undertaken including use of hand-dig approach would be essential to offer suitable protection in order to safeguard the existing trees. The details to be approved before the development commences. In addition, due to the number of trees removed on site, a detail programme identifying replacement trees including their location would need to be submitted to the Council for approval and to be retained permanently thereafter.
- 8.24 No evidence of wildlife has been identified on this site. However the applicants have included native beech hedgerow planting as part of the landscaped design for the site to create a formal hedge and provide a wildlife corridor to allow for the diversification of species. The proposal includes a variety of evergreen and flowering ornamental planting around the rest of the site. Details of landscaping to be controlled by condition.

### **Sustainability**

- 8.25 The Council seeks new homes to meet the needs of residents over a lifetime and be constructed using sustainable measures to reduce carbon emissions. In line with Policy 5.2 of the London Plan, the development proposals should make the fullest

contribution to minimising carbon dioxide emissions. The development would need to achieve a reduction in carbon dioxide emissions of 19% beyond the 2013 Building Regulations and demonstrate how the development will achieve a water use target of 110 litres per head per. The applicants have submitted a separate report to demonstrate that the new building would reduce energy demand and carbon emissions through fabric and energy efficiency improvements (PV). Subject to condition the proposal would be in accordance with NPPF guidelines on meeting climate change; London Plan Policy 5.2 minimising carbon dioxide, 5.3 sustainable design, 5.14 water quality and waste water infrastructure; CLP1 policies SP6.1 environment and climate change, SP6.2 energy and carbon dioxide reduction, SP6 sustainable design construction and Croydon Local Plan policies.

### **Waste**

- 8.26 The proposed plans indicate the location for the waste storage facilities to be contained at the front of the building to be screened. Waste officers confirm the 9 flats would require: 1x1100ltr landfill, 1x12800ltr comingled dry recycling and 1x140ltr food recycling
- 8.27 In order to ensure that a suitable level of bin provision is provide a condition requiring details of this space and its position should ensure that the proposal is in line with the principles of London Plan policy 5.17 waste capacity; Croydon Local Plan Policy DM13.

### **Flooding:**

- 8.28 The property is located within an area subject to surface water flooding (1;1000yr) and Flood Zone 1
- 8.29 The applicants have stated that there is no threat of surface water flooding and the site is not in a flood warning area. The conclusion from this is that the site is not under threat of flooding. The applicants propose to carry out a ground investigation and percolation test to determine the appropriate size of soakaways. The details show that all vehicular areas will be designed as fully permeable paving and a SUDs compliant solution for restricted outflow designed should there be any need to drain any water to the public sewer. All the terraces and pedestrian areas will be non-permeable but will drain to adjacent soft beds.
- 8.30 The development would need to follow the principles of The Building Regulations 2010 on Drainage and Waste Disposal. In line with London Plan requirements developments would need to ensure that suitable SUDS measures are introduced to safeguard against potential flooding. This aspect of the proposal would therefore need to be controlled by condition in order to ensure that the proposal complies with the principles of the NPPF in meeting flooding requirements; London Plan policy 5.12 flood risk management; Croydon Local Plan Policies on flooding/drainage and conservation.

### **Conclusions**

- 8.31 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.