

PART 6: Planning Applications for Decision**6.7 Item****1 APPLICATION DETAILS**

Ref: 19/00346/FUL
 Location: Garage Block And Land Adjoining 21 Bedwardine Road, Upper Norwood, London, SE19 3AS
 Ward: Crystal Palace and Upper Norwood
 Description: Demolition of garages/storage sheds and erection of a three storey building to provide six flats together with landscaping, refuse and cycle storage as well as other associated works (amended description)
 Drawing Nos: 17110_C_020, 17110_C_031, 17110_C_001, 17110_C_010, 17110_C_030, 17110_C_150 Rev B, 17110_C_300 Rev B, 17110_C_101 Rev B, 17110_C_100 Rev B, 17110_C_350 Rev B, 17110_C_301 Rev B, 17110_C_103 Rev B, 17110_C_102 Rev B, 17110_C_200 Rev B,
 Agent: Jennifer Turner
 Case Officer: Tim Edwards

	1b2p	2b3p	2b4p	3b4p	Total
Proposed	3		3		6

All units are proposed for private sale

- 1.1 This application is being reported to Planning Committee because the Ward Councillor (Cllr Stephen Mann) has made representations in accordance with the Committee Consideration Criteria and has requested committee consideration and objections above the Committee Consideration Criteria have been received.

2 RECOMMENDATION

That the Planning Committee resolve to GRANT full planning permission subject to

- A. The prior completion of a legal agreement to secure the following planning obligations:

The restriction of car parking permits for further residential occupiers of the development

- B. That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans

- 2) Full landscaping to be provided prior to occupation for approval and maintained for 5 years
- 3) Details of materials to be submitted and approved (including samples)
- 4) Level access to be provided and retained
- 5) Further details in relation to cycle and refuse stores to be provided.
- 6) In accordance with the arboricultural report and tree protection plan.
- 7) In accordance with the ecology reports recommendations.
- 8) Demolition and Construction Logistics Plan to be submitted
- 9) The development must achieve 19% CO2 reduction beyond Building Regulations
- 10) Flank facing windows to be obscure glazed/non-opening up to 1.7 metres from internal floor levels.
- 11) The development must achieve 110 litres water per head per day
- 12) Time limit of 3 years
- 13) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Demolition of the existing garages.
- Erection of a three storey building to provide 6 units.
- Provision of private amenity spaces, cycle storage and revised refuse storage for the proposed development and adjacent flats.

Amended plans were received which addressed the rear amenity space and ancillary services which were the subject of re-notification.

Site and Surroundings

- 3.2 The application site lies on the south-eastern side of Bedwardine Road and within the Upper Norwood Triangle Conservation Area. The site is also adjacent to the Harold Road Conservation Area. There are noted to be a number of locally listed buildings throughout the wider area, including 1 Bedwardine Road which is adjacent to the site.
- 3.3 The site is adjacent to Crystal Palace District Centre as well as in close proximity to the Westow Park, a site of nature conservation importance.

- 3.4 The site has a Public Transport Accessibility Level (PTAL) of 2 (low), but is in close proximity to PTAL 5 being approximately 1km from Crystal Palace Station as well as in close proximity to a number of bus services available from Harold Road, Central Hill and Westow Street.
- 3.5 The applicant has submitted three separate planning applications for different plots of land on Bedwardine Road, all of which are for consideration at this Planning Committee. They are standalone planning applications which should be considered as such, although some considerations, such as parking impact, will need to be considered cumulatively. Figure 1 shows the three sites in context with the site related to this application circled accordingly.

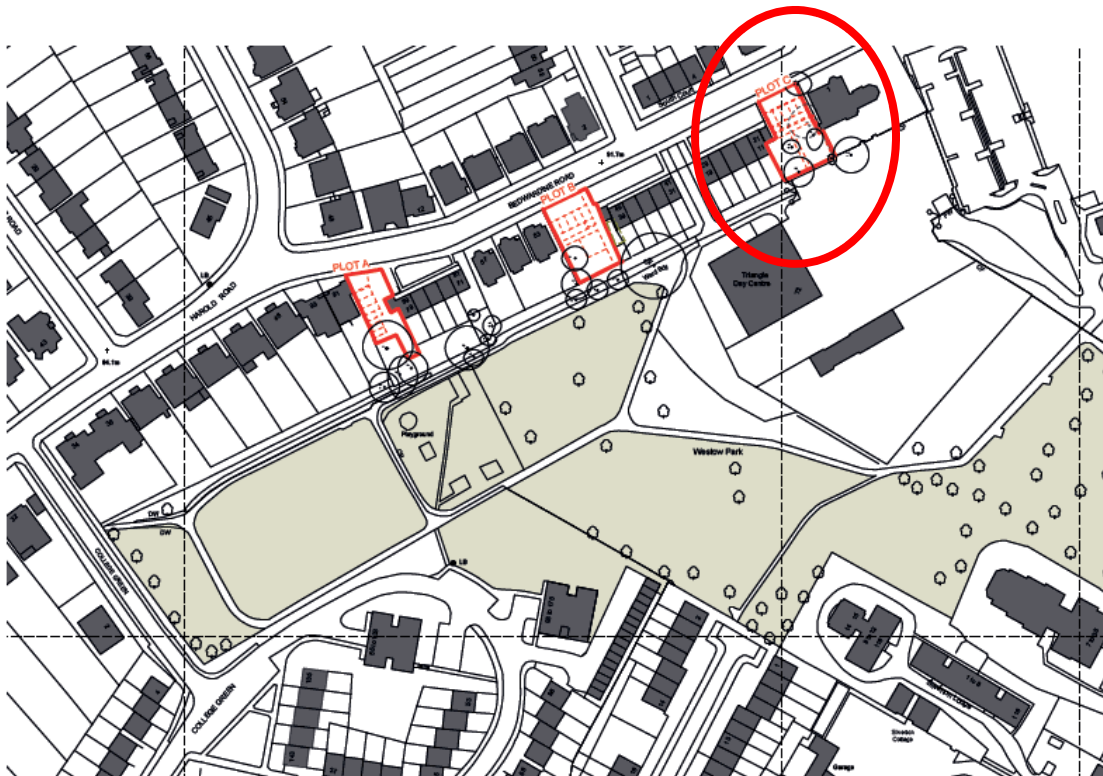


Figure 1: Proposed Development Sites

Planning History

- 3.6 There is no relevant planning history directly related to this site, however there are two other applications submitted by the same applicant which are relevant to this proposal. These are:

Garage Block And Land Adjoining 53, Bedwardine Road, Upper Norwood, London

- **19/00343/FUL** - Demolition of existing garages/storage sheds and erection of a three storey building to provide six flats together with landscaping, refuse/cycle stores and other associated works: **Pending Decision**

Garage Block And Land Adjoining 91, Bedwardine Road, Upper Norwood, London

- 19/00342/FUL - Demolition of garages/storage sheds and erection of a three storey building to provide three flats together with landscaping, refuse and cycle storage as well as other associated works: **Pending Decision**

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 contribute positively to borough-wide housing targets and would deliver 6 additional units on site.
- The scale and layout of proposed built form is considered to be appropriate for the site and the contemporary design approach executed with high quality materials and finishes would respect the surrounding character of the area.
- The proposal avoids unacceptable harm to the neighbours' living conditions.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- Other matters including flooding, sustainability, landscaping can be appropriately managed through condition.

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 sent to adjoining occupiers of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 79 Objecting: 79 Supporting: 0

No of petitions received: 1 Objecting: 1
Signatories: 16

- 6.2 The following issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Objection	Officer comment
<i>Principle of development</i>	
Cumulative impact of flatted developments within the area.	Each application is assessed on its own merits and cumulatively there is not considered to be a detrimental impact caused by the proposal.

	Flats, being residential units, are appropriate in a residential area.
<i>Design and appearance</i>	
Out of keeping with the surrounding area – flats, design, character, height, bulk, inactive frontages, density, overbearing scale and mass.	This is addressed in section 8.4 and 8.6 to 8.16 of this report.
Detrimental Impact upon the Conservation Area.	This is addressed in section 8.6 to 8.16 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook, daylight and sunlight.	This is addressed in section 8.17 to 8.20 of this report.
Incomplete daylight and sunlight assessment.	This was noted, and the applicant submitted an amended assessment which took into account all windows located within the rear outrigger.
<i>Trees and biodiversity</i>	
Impact upon trees and biodiversity	This is addressed in sections 8.36 to 8.37 of this report.
<i>Highways and parking</i>	
Inadequate parking provision and impact on the existing highway network.	This is addressed in section 8.26 to 8.33 of this report.
The loss of the dropped kerbs will remove pedestrian crossing points and a lack of vehicle passing points.	<p>Whilst this maybe a by-product of the existing large vehicle crossovers, these are not formal pedestrian crossing points. These dropped kerb are noticeably long, without acceptable pedestrian visibility splay and therefore their removal is not considered to detrimentally impact pedestrian crossing to an unacceptable level.</p> <p>Whilst the dropped kerbs would remove the three informal parking points, there would continue to remain acceptable passing points in close proximity to all three sites.</p>
<i>Other material considerations</i>	

There is no social housing provided.	The proposal falls below 10 units and therefore there is no policy requirement to provide affordable housing units. It is considered that the proposed application provides the most effective use of the land as proposed.
Local transport, schools and health services are already over stretched.	The development will be CIL liable. This is addressed at section 8.40 of this report.

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

- Overdevelopment
- Conservation Area impact

6.4 The North Croydon Conservation Area Advisory Panel has made the following representations:

- The proposed in-fill development should not dominate its setting and this proposal would be visually dominant.
- The loss of gap between buildings would result in the loss of the effective division between building styles.
- The design is overly fussy.
- The loss of parking could result in greater pressure on street parking.
- The proposal should be considered against the other two applications to fully consider the cumulative impact on the overall street scene.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

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

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

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

Consolidated London Plan 2015 (LP):

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

Croydon Local Plan 2018 (CLP 2018):

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

- 7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guidance (SDG) (2019)
- Harold Road Conservations Area and Appraisal and Management Plan
- Upper Norwood Triangle Conservations Area and Appraisal and Management Plan

8 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development;
- Townscape and visual impact;
- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Cycle and refuse storage;
- Trees and biodiversity;
- Flood risk;
- Other planning 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, which includes 2bed, 4person units for the first two years of the plan period. 3 of the 6 units are proposed to be small family units and therefore the proposal would see a 50% uplift in family accommodation.

8.4 The site is in a urban setting with a PTAL rating of 2 and as such the London Plan indicates that density level ranges of 200 - 450 habitable rooms per hectare (hr/ha) is appropriate. It should also be noted that the PTAL level is arguably lower than the sites' true accessibility as the PTAL rating has been calculated from the centre of the adjacent park, not Bedwardine Road itself. In any case, the proposed density would be 319hr/ha which is appropriate for this location. It is also important to note that it is not appropriate to apply these ranges

mechanistically, as the density ranges are broad, to account for other factors relevant to optimising potential – such as local context and design.

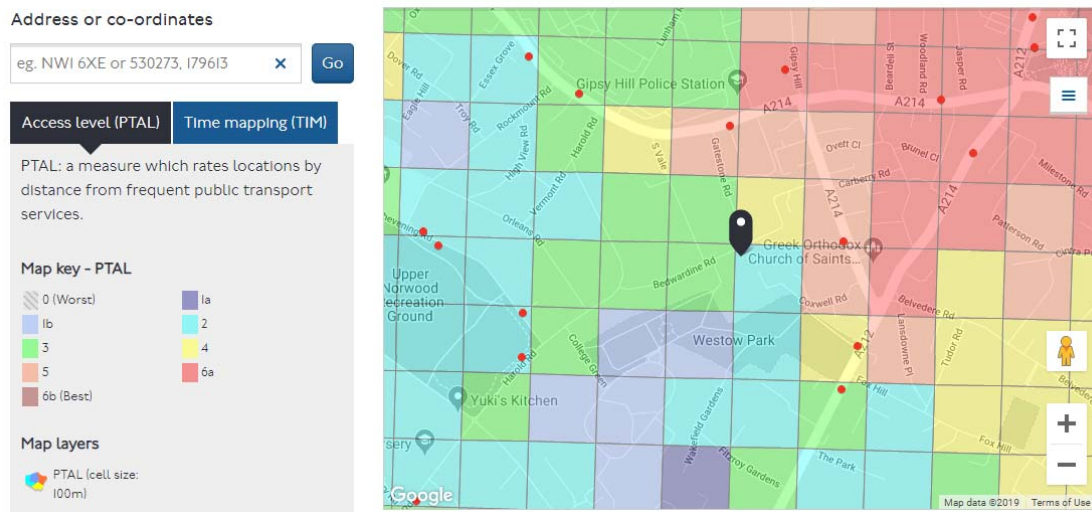


Figure 2: PTAL Rating

- 8.5 There are no policy constraints to the demolition of the existing 5 garages on-site and the introduction of residential units, within a residential area, is overall considered acceptable. The impact on the loss of the garages/hard standing area for parking use is further discussed with the parking and highway sections.

Heritage, Townscape and Visual Impact

- 8.6 The existing site comprises the existing garage and refuses stores for 11 – 29 Bedwardine Road. Located at the rear of this, is a disused washing line area which was noted to be significantly overgrown and had been subject to flytipping when the case officer had visited the site.
- 8.7 This site is located within the Upper Norwood Triangle Conservation Area, as well as adjacent to the Harold Road Conservation Area. The existing garages are not a positive addition to the streetscene and therefore, their demolition and replacement with a high quality building has the potential to enhance the site's location within/adjacent to the two Conservation Areas.

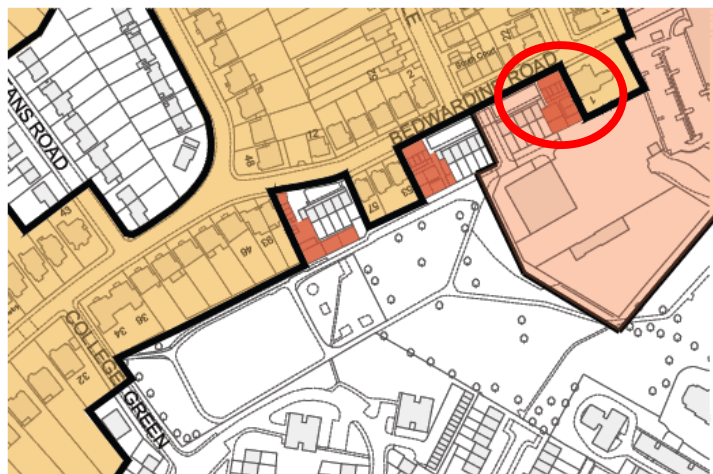


Figure 3: Harold Road Conservation Area (shown in Orange to the North) Upper Norwood Triangle Conservation Area (shown in pink to the East) and proposed sites area circled

- 8.8 The Harold Road CAAMP sets out that Bedwardine Road has a more open feel than the rest of the conservation area. Front gardens are on average 2 metres in depths with low level boundaries and landscaping behind. The architectural character of the street varies with the southern side dominated by insensitive post-war flats (which are omitted from the Harold Road Conservation Area although the flats no's.11 – 29 Bedwardine Road fall within the Upper Norwood Triangle Conservation Area). The Northern Side of the street is marked by a row of small-scale late 19th Century modest cottages. Within the Harold Road Conservation Area, new developments should be of a high design quality, sympathetic to the area's character with materials carefully chosen to complement the existing conservation areas palette of materials.
- 8.9 The Upper Norwood Triangle CAAMP does not set out specific characteristics for Bedwardine Road in the same way as the Harold Road CAAMP. However, the Upper Norwood Triangle CAAMP sets out that new developments are unlikely due to the lack of vacant development sites unless these result from the redevelopment of sites containing buildings that either make a neutral or detract from the area's special character. New developments should respect the urban grain of historic building lines, as well as the height, scale and massing of adjacent/nearby buildings.
- 8.10 The proposed development is considered to have taken into account the wider street scene and important heritage assets surrounding the site. For instance whilst 1 Bedwardine Road is a locally listed building, whilst the adjacent flatted block 11 – 29 Bedwardine Road is detailed within the Upper Norwood Triangle CAAMP to detract from the special character of the area.
- 8.11 The proposal responds to the existing architectural language, adding an additional positive layer to the existing building form. The proposal as with the other proposed applications situated throughout Bedwardine Road, stitches together the varied building lines (as shown in figure 4) where the existing multi-flatted blocks are set back from the predominant front elevation of the buildings which either have a neutral or positive impact upon the Conservation Areas.

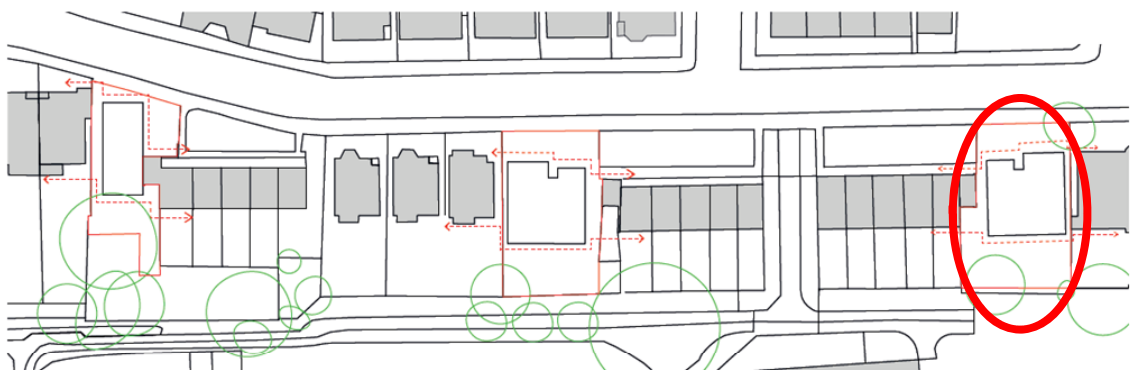


Figure 4: Building Line Approach

- 8.12 The scale and mass of the development has considered its location within the streetscene, stepping down in height from 1 Bedwardine Road towards 11- 29 Bedwardine Road as the land levels step down (as shown in figure 5). Flank elevations, have been carefully considered, with the mass broken down by a variety of recesses and window detailing which is supported.
- 8.13 The proposed development references key characteristics such as bay detailing seen throughout the majority of positive buildings within the Conservation Areas. The design of the scheme is considered to be simple but individual without dominating the Conservation Area and designated heritage assets. This approach whilst different across the three sites, creates a unified family approach which responds to the heritage constraints of the site and wider area in a successful manner.
- 8.14 The proposed rear elevation faces towards Westow Park, although at some distance from the park's main entrance. The rear elevation has still been deigned to read as a main elevation and successfully incorporates balcony detailing with appropriate screening methods. This further enhances the development's well



Figure 5: CGI Front Elevation

considered design approach.

- 8.15 Amendments have been made to the rear garden area, increasing the private amenity spaces for the ground floor units and creating a defined waste/cycle and ancillary storage area. This is considered to create a more functional use of space (as shown within figure 6), with detailed landscaping plan and details in relation to cycle/refuse storage proposed to be secured via condition.
- 8.16 Overall, the proposed development would represent a high quality addition to the street scene providing a building that is respectful to local character whilst seeking to intensify the site to provide additional residential units.

Impact on Neighbouring Residential Amenity

- 8.17 The properties most affected by the development would be the immediate neighbours (11 – 29 Bedwardine Road and 1 Bedwardine Road), as seen in figure 6.

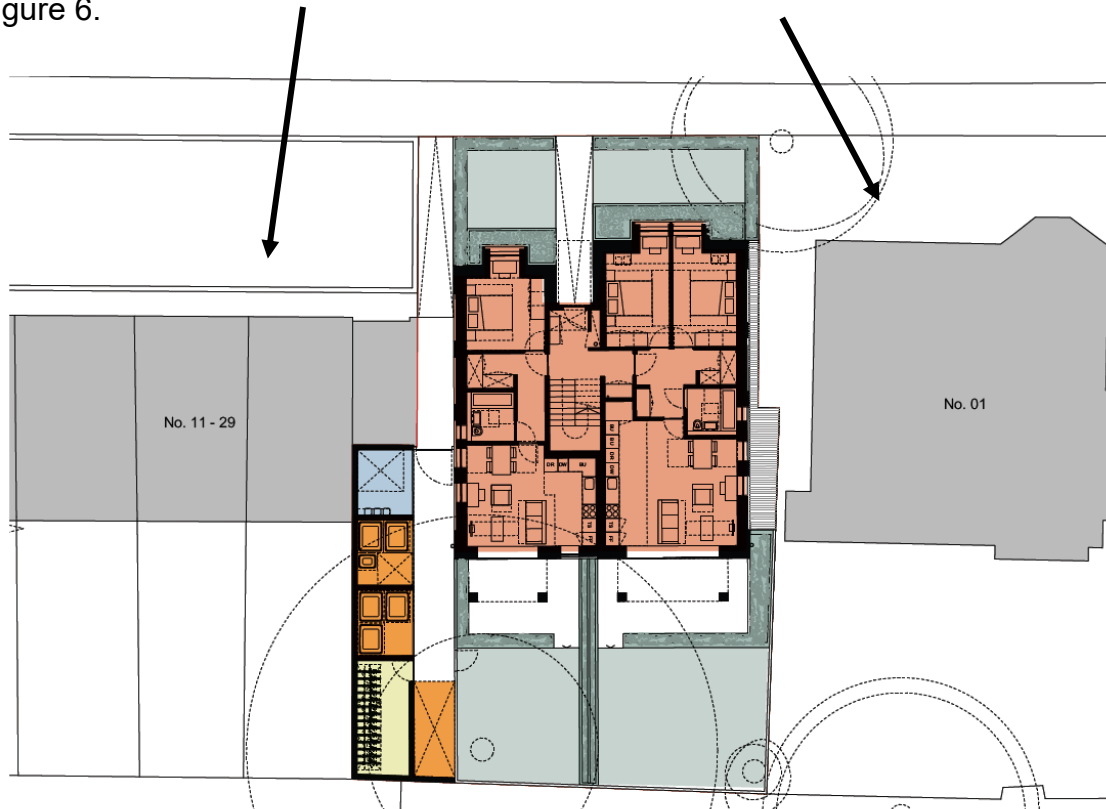


Figure 6 – Proposed Site Plan

11 – 29 Bedwardine Road

- 8.18 The proposed building is located adjacent to the flatted block of 11 – 29 Bedwardine Road. The proposed flank elevation is separated by approximately 4.50 metres from the main flank elevation of this adjoining building which has a staircore adjacent to the development site. As such, the nearest habitable room windows are approximately 5m from the proposal, which does not cut a line at 45° from these windows. Additionally, the proposal is to the north east, limiting impact on light. Taking into account the massing of the proposed building, orientation and separation distances, overall the proposal is not considered to detrimentally impact the amenities of these adjoining occupiers to an unacceptable level.

1 Bedwardine Road

- 8.19 The development would be closely located to 1 Bedwardine Road, also known as Jubilee House which has previously been converted to flats (in 1954). There are a number of flank facing windows/doors which face directly onto the site. Whilst most of these windows are secondary or non-habitable, it is noted that the lower ground/ground floor windows are located within bedroom spaces. Whilst it is accepted that there would be an impact upon these windows, paragraph 2.9 of the SDG states that where *“un-neighbourly windows place undue restraints on the development, and as such the light and outlook they receive will not receive*

significant protection". These windows currently have an unrestricted outlook over the site, which is unusual in this urban setting, and are solely based within two bedrooms and not the main living spaces of the units. These affected units' main living spaces face the rear of the site and so are not significantly affected by the proposal which extends marginally beyond the rear elevation of 1 Bedwardine Road. Taking these factors in to account, the proposal would have an impact on light and outlook to these units but on balance the proposed impact is not considered to be significant enough to warrant refusal.

- 8.20 Whilst the proposed development is likely to generate additional comings and goings to/from the site, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.

The standard of accommodation for future occupiers

- 8.21 The proposal would comply with internal dimensions and minimum GIA required for units, bedrooms sizes and floor to ceiling heights by the Nationally Described Space Standards. All units have primary outlook both to the front and rear of the site, with secondary/non-habitable windows located within the flank elevations.
- 8.22 All units are afforded within external amenity space which adheres with the London Housing SPG and Croydon Local Plan 2018. The ground floor units are afforded with large private amenity areas which are well in excess of the standards set out.
- 8.23 No communal or child play space is proposed as part of the development. Given the location adjacent to Westow Park, with a dedicated children's playground and that creating communal or child play space would comprise the private amenity spaces of the ground floor units, overall this approach to provide high quality private amenity space is considered acceptable. It should be noted that the other purpose built flats in the area, whilst pre-dating the current policy position, do not have communal amenity space.
- 8.24 In terms of accessibility, level access would be provided from the front door to the two ground floor units. London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. As such, the two ground floor units are M4 (2) compliant which is acceptable and proposed to be secured by condition.
- 8.25 The development would provide high quality accommodation including of family sized housing all with adequate layout, space, and amenities for future occupiers.

Parking and Highways

- 8.26 As set out above, the site has a PTAL rating of 2, although the majority of Bedwardine Road falls within PTAL rating of 3 and the site is immediately adjacent to an area with a PTAL of 5. PTAL is calculated on the basis of an average accessibility across an area and so takes into account the accessibility of the park by public transport which is significantly lower than Bedwardine Road. The site is within 200m walk of the District Centre and the full range of amenities

on offer as well as a number public transport methods available within the surrounding area.

- 8.27 Whilst this application is a stand-alone application due to the other two applications on Bedwardine Road currently also for consideration, the cumulative impact of these proposals has been considered. Across the three sites, 13 garages would be demolished and a maximum of 14 car parking spaces would be removed to facilitate the development. It should be noted that the garages are not built to current standards and as such are generally not large enough to park a modern vehicle in. Most of the car parking spaces are located in front of garages and so give rise to tandem parking.
- 8.28 Based upon local census data and car ownership, as well as the relevant policies, overall the proposed developments could create a demand for 8 parking spaces. The proposals would however result in the creation of 8 additional on-street car parking spaces with the proposed removal of the existing dropped kerbs and creation of parking bays. Therefore, the parking demand generated by new residents could be reasonably accommodated through the creation of new bays. 27 forecourt parking spaces and garages would be removed but as set out above, minimal weight should be given to these as parking spaces.
- 8.29 The submitted transport assessment has been submitted with a parking stress survey, which has indicated that whilst the parking within the surrounding area is limited, there remains adequate capacity. These surveys show that there are on average 70 spaces available at busiest times and 79 on weeknights. Taking into account the cumulative impact of a nearby scheme (45 Harold Road) this is adequate space for any overspill parking from the garages, carparking spaces to be lost or parking generated by the scheme.
- 8.30 Representations have raised concerns around the submitted transport assessment and the robustness of this. The assessment has however considered the presence of a bus cage area in Chevington Road reducing the number of available spaces accordingly within this street; College Green is noted to provide some opportunities to provide parking on one side. Whilst the junction adjacent to Harold Road is limited (being approximately 4.5 metres in width and including double yellow lines), the street widens to approximately 5.5metres. Should emergency vehicles need to access College Green, it is considered that this would continue to be possible without altering the existing scenario and impacting upon pedestrian safety; Harold Road, is approximately 7.3 metres in width and whilst pavement parking was noted on the case officers visit, representation have questioned the legality of this approach and the impact this has on the parking assessment. Harold Road's width compares to that of Bedwardine Road where parking is permitted on both side of the street. Therefore, overall it is considered that the parking could be facilitated on both sides of the road, with up to 8 passing spots, should there be no pavement parking; The parking assessment also indicates that vehicles are parked opposite the junction of Orleans and Harold Road, but considers these located within an unrestricted areas which would obstruct vehicles from passing and are considered not to be useable parking spaces; Although the disabled bay located on South Vale has not been included within the assessment, this does not alter

the available amount of parking spaces which has originally been totalled. As such, officers are satisfied with the robustness of this assessment.

- 8.31 Regardless of the points above, even if the proposed parking spaces within College Green and Harold Road (to Vermont Road) were discounted as a worst case scenario, there would continue to be 17 car parking spaces on a Saturday and 26 spaces available overnight within the surrounding area. Whilst the majority of the spaces are set away from Bedwardine Road, owing to the proximity of the District Centre, the proposal is considered to have an acceptable impact upon parking and highway safety and capacity.
- 8.32 The site is on the edge of a District Centre and there is a significant amount of on-street parking. Considering the parking stress levels set out above, officers consider it pertinent to restrict future occupiers from applying for future parking permits should a Controlled Parking Zone be introduced in the future. This can be secured by a legal agreement.
- 8.33 It is recommended that all works associated with raising the dropped kerbs are completed prior to the first occupation of the units and that a Demolition, Construction Logistics and Environmental Management Plan will be required by a condition before commencement of work, particularly given the existing parking situation and proximity to the residential adjoining occupiers. This should also outline measures to minimise noise and dust impacts, and disruption to neighbours.

Cycle and Refuse Storage

- 8.34 Dedicated refuse stores are proposed to be installed behind the existing staircore for 11 – 29 Bedwardine Road. The location of the refuse area would remain a similar distance for the residents of no's.11 – 29 as the existing and within acceptable distance for the proposed future residents. Overall it is considered that the proposed location and quantities are positioned appropriately for waste personnel, as well as existing and future residents. Details of the stores, including the materials and final appearance are proposed to be secured by a condition.
- 8.35 14 cycle spaces are proposed adjacent to the refuse storage area providing above London plan standards for the proposed development. Details of the store, ensuring it is safe, secure and undercover, including the appearance, materials, size and type of stands size are proposed to be secured by a condition.

Trees and Biodiversity

- 8.36 There is an existing large sycamore tree located at the rear of the site with two good quality specimens located within the adjoining site/parks, all of which would be retained. Whilst three trees are proposed to be removed, they are low quality specimens (with one noted to have been previously felled, prior to the application being submitted). Appropriate protection methods are also provided for the retained trees, which will be conditioned accordingly.
- 8.37 The site is in close proximity to Westow Park, a site of nature conservation. The applicant has considered the sites potential impact upon any protected habitats

and species. Recommendations are proposed on a precautionary basis alongside ecological improvement proposed within section 7 of the submitted report. Specific on-site improvements are proposed to be secured by condition for each individual site, based upon its sites opportunities.

Flood Risk

- 8.38 The application details that the site is at risk from surface water flooding once in every 1000 years, although it is noted not to be in an area at risk from groundwater or fluvial flooding. The proposed flood risk assessment has considered the potential risk to the site and set out appropriate mitigation methods which will be secured by condition.

Other planning matters

- 8.39 Conditions are recommended in relation to carbon emissions and water use targets for the development, to achieve sustainability objectives in accordance with policy.
- 8.40 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

Conclusion

- 8.41 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 small family sized housing types, supported by cycle storage and bin storage and with the impact on the neighbours and in relation to parking and highways on balance considered acceptable.
- 8.42 The proposal would comply with the Croydon Local Plan 2018 and have regard for the suburban design guide and would be acceptable. Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.
- 8.43 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted subject to the conditions set out. The details of the decision are set out in the RECOMMENDATION.