

PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref:	19/04117/FUL
Location:	18 Pollards Hill West, Norbury, SW16 4NS
Ward:	Park Hill and Whitgift
Description:	Demolition of the existing detached house and redevelopment to provide 9 x four bedroom detached houses with associated amenity space, vehicle parking, refuse and cycle storage.
Drawing Nos:	18-1314-01C, Unnumbered Arboricultural Impact Assessment, 18-1314-10F, 18-1314-11H, 18-1314-12C, 18-1314-02E, 18-1314-05A, 18-1314-06A, 18-1314-07A, 18-1314-08A, Unnumbered Landscape Design, Surface Water Drainage Strategy 88950-Cropper-PollardsHW-150420-v2.0, Addendum Report 89689-140520-Mialex-PollardsHillW, ITP 285-1-04 P1, Planning Fire Strategy No 5 Dagmar Road, CRM.1916.001.EC.R.001, Unnumbered Preliminary Ecological Appraisal
Applicant:	Mr M Bernard, Bernard Construction UK LLP
Case Officer:	George Clarke

	1B 1P	1B 2P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision					9	9

- 1.1 This application is being reported to Planning Committee because the ward councillor (Councillor Shafi Khan) made representations in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:

£13,500 sustainable transport contribution towards initiatives such as cycle lanes and car clubs

- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

- 2.3 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. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement

3. Construction Management Plan and Construction Logistics Plan to be submitted
4. Material details to be submitted
5. SUDS details for Thames Water Sewer connection to be agreed with LLFA
6. Construction Environmental Management Plan for biodiversity to be submitted
7. Tree protection measures to be submitted

Pre-ground floor slab

8. Biodiversity Mitigation and Enhancement Strategy to be submitted
9. Visibility Splays to be submitted for access point to Pollards Hill West
10. Details of Eastern flank terrace screening for 'House 5' and 'House 9' to be submitted
11. Hard and soft landscaping details to be submitted

Pre-occupation

12. Details of electric vehicle charging points to be agreed and implemented
13. Details of Refuse/Cycle storage/Boundary treatment to be submitted

Compliance

14. No additional windows in the flank elevations
15. Car parking to be provided as specified
16. No obstruction within visibility splays
17. Development to meet Carbon Dioxide 10% reduction beyond Part L 2013 Building Regulations
18. 105 litre water usage
19. In accordance with the submitted Ecology Appraisal
20. In accordance with the submitted Fire Statement
21. Permitted development restriction
22. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

- 2.4 That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
- 2.5 That, if within 6 months of the issue of a draft planning permission decision notice, the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:
- Demolition of the existing detached house
 - Erection of 9x three storey, four bedroom homes with associated landscaping
 - Formation of a new shared access road
 - Provision of off street car parking
- 3.2 The scheme has been amended during the application process, with a further round of consultation undertaken. The amendments to the scheme are detailed as follows:
- Repositioning of the terraces for Houses 6-9 to the northern front elevations overlooking the access road rather than facing south toward Pollards Hill West
 - Changes to the drainage strategy to meet LLFA requirements
 - Details of the access road provided
- 3.3 A Preliminary Ecological Appraisal and bat/reptile surveys were submitted after the re-consultation took place; these details did not make any significant alterations to the scheme and therefore did not require further re-consultation.

Site and Surroundings

- 3.4 The site is in a backland location on the northern side of Pollards Hill West and covers an area of approximately 0.42 hectares. Access to the site is between 16 and 20 Pollards Hill West and there is an existing large detached house on the plot. As well as the house there are also a number of single storey outbuildings within the grounds. There are a number of trees on and adjoining the site, some of which are covered by TPO 18, 2015.
- 3.5 The surrounding area is residential in character, and comprises two distinct character types. Properties fronting Pollards Hill West, Pollards Hill East and Pollards Hill North are generally 2 storey detached and semi-detached houses. These three roads create a circle of development, behind which in back land locations are large detached houses within generous plots. These houses are also of varying designs and appearances.
- 3.6 The southern end of the site is within a Croydon Panorama as defined in the Local Plan. It is within Flood Zone 1 and has a very low risk of surface water flooding.



Image 1: Overhead view of the site facing west

Planning History

- 3.7 On 8th March 2016 planning permission was granted under reference 15/04600/P for 'Demolition of existing building; erection of 2 five bedroom and 3 four bedroom detached houses with attached or detached garages; formation of access road and provision of associated parking'. This permission was not implemented and has expired.
- 3.8 On 16th February 2016 planning permission was refused under reference 15/04593/P for 'Demolition of existing building; erection of 6 four bedroom detached houses with attached or detached garages; formation of access road and provision of associated parking'. The grounds for refusal was in relation to trees and future pressure to prune or fell a TPO.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality family accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2021) and Croydon Local Plan (2018)
- The proposed development would respect the character of the area and not harm the visual appearance of the locality
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers
- The proposed development would not adversely impact local roads and would provide sufficient off-street parking
- The proposal would offer suitable living conditions for future occupiers
- The proposal would result in a loss of trees however, none are worthy of retention and replacements would be included in the landscaping scheme to be approved

- The proposal would not have harmful impacts upon ecology and biodiversity subject to appropriate conditions
- The proposal would not have an adverse impact on flooding and measures would appropriately mitigate the risk of subsidence
- Sustainability aspects can be controlled by conditions

5.0 CONSULTATION RESPONSE

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

Lead Local Flood Authority (Non-Statutory)

5.2 This scale of development would not have normally triggered LLFA referral, however due to the large number of neighbour objections received raising flooding and subsidence concerns the LLFA has been formally consulted. After discussion and a revised drainage strategy was received from the applicant the LLFA were satisfied commenting that the development meets their requirements, subject to a suitable planning condition regarding the connection to the Thames Water Sewer. (OFFICER COMMENT: a condition is recommended).

Place Services (Ecology consultants)

5.3 A Preliminary Ecological Appraisal and Bat Emergence and Reptile Survey were submitted and sent to the Council's consultants for review. The response raised no objection subject to securing sufficient ecological mitigation for biodiversity through recommended conditions. (OFFICER COMMENT: a condition is recommended).

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by letters of notification to neighbouring properties in the vicinity of the application site. A re-consultation was also made with amended plans. The number of representations received from neighbours, MPs and local groups in response to notification and publicity of the application are as follows:

No of individual responses: 116 Objecting: 114 Supporting: 0 Comment: 2

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

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment	See paragraphs 8.2 - 8.11
Loss of an existing characterful home	See paragraph 8.13
<i>Design</i>	
The plans do not detail the height of the dwellings	The proposed elevation drawings are to scale and measurable

Three storeys would be out of character for the area	See paragraphs 8.14 and 8.16
Too tall	See paragraphs 8.14 and 8.16
The proposed terraces are out of character for the area	See paragraphs 8.15 – 8.17
Harm to the panorama skyline	See paragraph 8.16
Materials not in keeping with existing residential styles	See paragraph 8.17
<i>Amenities</i>	
The terraces would overlook neighbours	See paragraphs 8.19 and 8.20
Overlooking and loss of privacy from the new windows	See paragraphs 8.19 and 8.20
The gardens would be too small	See paragraph 8.24
Light pollution	See paragraph 8.21
Rooms would be too small	See paragraph 8.23
Loss of light to neighbours	See paragraphs 8.19 and 8.20
Inaccurate information and Compass Yard is much closer to the development than stated	See paragraph 8.19
<i>Traffic & Parking</i>	
The access road lacks room for pedestrians	See paragraph 8.28
Inadequate turning for vehicles and safety concerns	See paragraph 8.30
Additional traffic to the area	See paragraph 8.30
Increased traffic noise	See paragraphs 8.21 and 8.30
Additional air pollution	The scale of the development and associated car parking would not result in significant increases in air pollution and sustainable technologies such as electric vehicle charging points can be required by condition
<i>Other matters</i>	
Concern with drainage and subsidence	See paragraphs 8.39 – 8.42
Could cause structural damage to existing homes	See paragraphs 8.39 – 8.42
Thames water supply problems	There is not a known issue with water supply
Added strain on local services	See paragraph 8.45
There is a covenant on the land	Not a material consideration
Concern with the removal of trees and lack of replanting	See paragraphs 8.35 – 8.38
Loss of ecology	See paragraphs 8.35 – 8.38
Harm to birds	See paragraphs 8.35 – 8.38

Construction noise	Whilst this is an unavoidable reality of development, hours of works would be controlled through a Costruction Logistics Plan which can be secured by condition
Loss of property value	Not a material consideration
The applicant does not own the land	The agent has completed Certificate A on the application form to state that the applicant is the sole owner of the land

6.3 Councillor Shafi Khan referred the application to Planning Committee and objected on the following grounds:

- The appearance and character of the Pollards Hill Area is worth preserving
- It would be wrong to demolish a good quality existing home
- 9 new houses would be cramped
- Neighbour privacy would be compromised
- Single lane access and additional traffic noise
- Loss of local wildlife and trees
- Increased water runoff and flood risk
- No development should be allowed due to the structural impact
- Numbers 2-16 Pollards Hill West have covenants

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations. Such 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 (March 2021), the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (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. The latest version of the NPPF has an increased focus on good design.

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

Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character

- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development

London Plan (adopted March 2021)

- 7.4 The London Plan sets a new housing target of 20,790 homes over the period of 2019-2029 for the borough, with “small sites” required to provide a minimum of 6,470 of these homes. The minimum small site housing target for Croydon of 641 homes a year is not dissimilar to but slightly larger than the adopted 2018 Croydon Local Plan target of 592 each year. At 0.42 hectares this site is not a small site in London Plan terms but would contribute to the delivery of the new housing target.
- 7.5 The overall housing target in the London Plan is 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore Croydon is required to deliver more new homes than our current Croydon Local Plan 2018 and previous London Plan (incorporating alterations 2016) targets.
- 7.6 The policies of most relevance to this application are as follows:
- D1 London’s form, character and capacity for growth
 - D2 Infrastructure requirements for sustainable densities
 - D3 Optimising site capacity through the design-led approach
 - D4 Delivering good design
 - D5 Inclusive design
 - D6 Housing quality and standards
 - D7 Accessible housing
 - D12 Fire safety
 - H1 Increasing housing supply
 - H10 Housing size mix
 - S1 Developing London’s social infrastructure
 - S4 Play and informal recreation
 - HC1 Heritage conservation and growth
 - G1 Green infrastructure
 - G4 Open space
 - G5 Urban greening
 - G6 Biodiversity and access to nature
 - G7 Trees and woodlands
 - SI1 Improving air quality

- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI5 Water infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.7 There is relevant Supplementary Planning Guidance as follows:

- Croydon Suburban Design Guide Supplementary Planning Document April 2019
- Croydon SPG 12: Landscape Design

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

1. Principle of development
2. Housing
3. Density of development
3. Townscape, design and visual impact
4. Residential amenity for neighbours
5. Housing quality for future occupiers
6. Access, parking and highway safety
7. Trees and ecology
8. Flood and subsidence risk
9. Sustainability
10. Other planning matters

The Principle of Development

8.2 This proposed development needs to be assessed against a backdrop of significant housing need, not only across Croydon but across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the LB Croydon, there is a requirement to deliver a minimum of 20,790 new homes over the period of 2019-2029.

- 8.3 In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.4 This presumption includes places such as Norbury, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs with some opportunity for windfall sites and infilling, together with dispersed integration of new homes will respect existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) sets out how suburban intensification can realise high quality outcomes. The challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within Central Croydon and on allocated sites.
- 8.5 The principle of the demolition of the existing house on the site was established in the approved 15/04600/P application and the building is not subject to statutory or local listing.
- 8.6 The site is located within an existing residential area and for the reasons outlined above, providing that the proposal accords with all other relevant material planning considerations, the principle of development can be supported.

Housing

- 8.7 CLP Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. Policy DM1.1 requires a minimum provision of homes designed with 3 or more bedrooms on sites of 10 or more dwellings. In suburban settings with low PTALs, the requirement is 70% 3+ bedroom units.
- 8.8 Bearing in mind that this scheme proposes less than 10 residential units, there is no specific policy requirement to deliver the 70% 3+ bedroom requirement. Notwithstanding, the proposal seeks to provide all units as 4 bedroom family homes which would contribute to the 30% strategic family housing target.
- 8.9 As the scheme proposes less than 10 residential units, there is no policy requirement to deliver a proportion of these houses as affordable accommodation.
- 8.10 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². In this case the existing house has 5 bedrooms and is larger than 130sqm. The proposal would provide 9 family sized homes which is a net gain of 8 and contribute to family housing targets as envisaged by the development plan.

Density of development

- 8.11 Policy D2 of the London Plan requires the density of development proposals to be proportionate to a sites connectivity and accessibility by sustainable means

of transport. Policy D3 encourages the best use of land by following a design led approach which optimises site capacity whilst responding to a sites context and the areas capacity for growth. The site has a suburban setting with a PTAL rating of 1b which indicates very poor access to public transport. The proposed density of development would equate to 118 habitable rooms per hectare which is appropriate. This is not considered to under develop the site given the poor public transport accessibility but rather optimises the sites capacity to deliver new housing, in accordance with the objectives of the London Plan.

Townscape, design and visual aspect

- 8.12 The surrounding area is wholly residential in character. There are some larger detached properties, like at the application site, which are accessed via a cul-de-sac or private drive in a 'backland' location. Adjoining sites in this group of houses include No.2-4 Hill Drive, Hemmingfold, Compass Yard and Hilton Cottage. The majority of these buildings are well spaced from each and set well back from the access road. There are also homes fronting Pollards Hill North, West and East which have smaller plot sizes and are grouped closer together.
- 8.13 The CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; c) the appearance, existing materials and built and natural features of the surrounding area. Approaches to scale and mass are further outlined in the Suburban Design Guide.
- 8.14 The development would be laid out in a lineal format with homes on either side of a new access road. This layout would have a similar pattern to the homes on Pollards Hill North, West and East rather than follow the more generous spacing afforded to the existing backland detached homes on adjacent plots. Nevertheless the new dwellings would be detached and maintain a good degree of openness within the site. Each home would have front, rear and side garden areas. The inward facing site layout would provide natural surveillance and the proposed car parking areas would be broken by areas of grass and tree planting. It is considered that the result is a logical and legible development that is suitable for the suburban character of the area.



Image 2: Proposed site layout and massing

- 8.15 The dwellings would be part subterranean and have been designed to make use of the existing topography which is encouraged in the Suburban Design Guide. The layouts would meet Local Plan guidance in providing three storeys whilst minimising the height of the homes. Given the low residential nature of the proposed built form, the Croydon panorama from Pollards Hill to Croydon Metropolitan Centre would not be adversely affected.
- 8.16 The design has followed a contemporary reinterpretation approach as per Section 2.8 (Approaches to Character) in the Suburban Design Guide. The proposal draws design cues from the locality, reinterpreting these traditional character forms and material palette in a contemporary way. This is demonstrated by the pitched roof design which emulates local traditional roof forms while the use of zinc cladding provides a contemporary finish. Two types of brick would be used, with a darker choice for the lower levels and lighter brick for the upper. The proposed elevations incorporate depth and variation, appearing as visually interesting modern homes.

Residential amenity for neighbours

- 8.17 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure.



Image 3: Visual from the east showing 'House 9' (near left) and 'House 5' (near right)

- 8.18 The closest residential neighbour is Compass Yard to the east. This is a bungalow with a flat roof which would be separated from the side of 'House 5' and 'House 9' by approximately 12 metres. There is a secondary full length window serving a bedroom on the western flank which would face toward the flat roof area of 'House 5' and it is considered that the scale and position of both Houses 5 and 9 would not result in any harmful loss of light to this room. The homes would have primary elevations facing inward and the low level east facing windows to 'House 5' would be positioned far enough back so not to overlook Compass Yard but rather face the side wall of an existing non-residential building with a dual pitched roof on the boundary (see Image 4 below). As well as the hard boundary treatment, tree planting is also proposed to provide natural screening. This would not result in a loss of privacy. A condition will be applied

to ensure there is screening on the eastern flanks of the terraces for 'House 5' and 'House 9' to prevent overlooking from these areas.



Image 4: Compass Yard

8.19 For other neighbours, apart from 14 Pollards Hill West which has a single storey rear extension approximately 15 metres from the proposed development, each would be at least 18 metres from the new homes as recommended for window to window separation within the Suburban Design Guide (2019). Since the original submission the scheme has been amended so to remove the rear south facing terraces on Houses 6-9 and reposition them to the front. This would increase the protection afforded to the rear gardens of homes on Pollards Hill West from a loss of privacy. This is particularly important for House 6 and the relationship with 14 Pollards Hill West which is the closest neighbour to the south. The orientation of House 6 toward the south-east rather than directly south would ensure this neighbour is not harmfully overlooked from the first floor kitchen/living/dining area and plans for this individual house show obscure glazing window to side window of the ground floor rear bedroom, so to further mitigate any potential loss of privacy 14 Pollards Hill West. Houses 1-5 have similarly been designed so to minimise any effect upon adjoining neighbours on Hill Drive. It is considered that there would be no harm to neighbours through loss of light, outlook or privacy.



Image 5: Block plan showing the development and surrounding neighbours

8.20 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of

occupants on the site. The additional dwellings and creation of a formal access road would increase the number of vehicle movements to and from the site, but this would not be significant and is not considered harmful.

- 8.21 Overall, whilst the proposed development would inevitably change existing relationships and modify the existing open outlook enjoyed by neighbouring residential occupiers, the form, mass and detailing of the proposed development would have acceptable amenity impacts.

Housing quality for future occupiers

- 8.22 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed dwellings would meet the minimum required internal space standards and there is storage space within each. The layouts of the homes and outlook afforded to each is good with no single aspect dwellings. This and the large areas of glazing would provide ample natural light.
- 8.23 Each of the homes would have side and rear gardens. These would be of limited quality due to the hilly topography. Houses 1-5 would have an 18m² terrace at second floor and Houses 6-9 would have terraces at first floor and lower ground floor level giving a total area of 45m². All dwellings would therefore have usable amenity areas larger than as required by the minimum space standards outlined in Local Plan Policy DM10.4 and each house would have an outdoor area that receives good levels of daylight. These spaces would also provide ample areas in which children could play.
- 8.24 In terms of accessibility, House types 6-9 would be M4(2) building regulation compliant, whilst House Types 1-5 would strictly be M4(1), although the stair widths are sufficient within House Types 1-5 that a stair-lift could be installed to provide step-free access to upper floors. The London Plan gives some flexibility, requiring exceptional circumstances for non-provision of a lift – and only in blocks of flats of four storeys or less. Given the scheme is for houses and not a block of flats, combined with the challenging topography and orientation which means step-free access to ground floor accommodation with living areas (as required by M4(2)) is only possible in Houses 6-9, this is accepted and will be controlled via condition.
- 8.25 A Fire Safety Strategy has been submitted which sets out how the proposal can meet policy D12 (A) of the London Plan and is considered to be acceptable.
- 8.26 The development is considered to result in a high quality development suitable for families, with adequate amenities and providing a good standard of accommodation for future occupiers in accordance with policy.

Access, parking and highway safety

- 8.27 The proposed access road and driveways would be surfaced in tanked permeable paving. The access would be 4.8m wide including a 1.2m wide pedestrian area. A condition is recommended for lighting details of this route to

provide legibility to the development and safety for users, whilst making sure there is no harmful light overspill to neighbours.

- 8.28 The Public Transport Accessibility Level (PTAL) is 1b which indicates poor accessibility to public transport. The London Plan 2021 and Policy DM30 of the Croydon Local Plan 2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and dwelling size. 18 car parking spaces would be provided within the development which exceeds the London Plan maximum of 1.5 per each home with 3 or more bedrooms. Given the low PTAL, family accommodation proposed, level of representation received in relation to potential for parking overspill and space within the site to accommodate them without compromising soft landscaping, officers consider this would be an acceptable provision. In compliance with the London Plan 20% of these spaces must have electric vehicle charging points and this could be secured by way of a condition. A contribution is also to be secured through a S106 of £1500 per dwelling from the developer to go toward sustainable transport initiatives in the borough and reduce strain on the road network.
- 8.29 There is space available on site to allow large vehicles such as refuse trucks to turn and exit in forward gear. A condition is recommended to require suitable visibility splays at the access point to Pollards Hill West and officers are satisfied that the scheme would not harm the safety and efficiency of the highway network. It is considered the network and transport impacts associated with the developments on traffic and transport would be minor and it is unlikely to have a significant impact on highway safety.
- 8.30 The access to the side of the property would be of sufficient width to allow a fire vehicle to access and fire safety would not be compromised.
- 8.31 Cycle storage facilities would be within the proposed garages and there is room to comply with the London Plan (2021) which requires two covered and secure cycle spaces per dwelling. Full details of the cycle stores can be required by condition.
- 8.32 The refuse stores would be within the generously spaced forecourts serving each dwelling. The stores would be appropriately accessible and details can be required by condition to ensure that they are of sufficient size and suitable appearance.
- 8.33 A Construction Logistics Plan condition is recommended to minimise the potential disruption arising from the construction works.

Trees and ecology

- 8.34 Policy DM28 states that the Council will protect and enhance the borough's trees and hedgerows by not permitting development that would result in the avoidable loss or excessive pruning of preserved trees or hedgerows or those that make a positive contribution to the character of an area. London Plan Policy G6 seeks

development to provide a biodiversity net gain and G7 seeks to ensure trees of value are retained.

- 8.35 An Arboricultural Impact Assessment has been submitted by the applicant. A total of 53 trees are included in the report and 3 have been classed as Category A quality, the highest category available under the British Standard 5837:2012. These are trees T20 and T21 which overhang the northern boundary and T51 which overhangs the southern boundary of the site. These trees are covered by a TPO and would be retained. A single Oak (T52) positioned along the southern boundary has been classed as Category B. This tree is of a good quality and would also be retained. Tree protection measures for these specimens have been provided and these details are recommended to be secured by condition to prevent them from harm during construction.
- 8.36 The development would result in the loss of 18 Category C trees and the removal of 20 other Category U examples. New planting is proposed featuring 22 trees of various species as well as several areas of hedging. The landscaping plan includes edible hedges formed by cordon apple trees. Full details of the soft landscaping will be required by condition in order to include a greater number of native species and taking into account the topography of the site so to ensure a high quality and suitably diverse environment.
- 8.37 A Preliminary Ecological Appraisal has been submitted with the application, along with a reptile and bat survey. The reptile survey submitted concludes that such species are likely absent from the site and the bat survey found no evidence of roosting bats within the building or trees. Appropriate mitigation and enhancement measures for wildlife such as bat bricks, hedgehog domes, bee bricks and bird boxes have been included within the Ecological Appraisal and a condition is recommended to secure these. The development is considered to be acceptable in terms of trees and ecology.

Flood and subsidence risk

- 8.38 A number of representations have been made to the Council concerned with the potential flood risk and subsidence implications of the development.
- 8.39 The site is within Flood Zone 1 and has a very low risk of flooding. Despite this and the fact that a development of this scale would not normally trigger LLFA referral the LLFA were consulted, primarily due to the high number of representations from neighbours raising concerns related to the London Clay soil. The sustainable drainage strategy for the site would involve the direction of water runoff into a 866m² tanked permeable paving area of 134.1m³ capacity, fitted with a hydroflow brake so to control discharge into the sewers. Revisions were made to the drainage strategy by the applicant following advice and the final proposals have been deemed acceptable by the LLFA subject to a condition concerning the connection to the Thames Water sewer. The drainage proposal would satisfactorily reduce the risk of flooding to this and surrounding sites in accordance with Local Plan Policy DM25.

- 8.40 While Building Regulations determine whether the detailed design of buildings and their foundations will allow the buildings to be constructed and used safely, the National Planning Policy Framework (July 2021) states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, land instability. The NPPF goes on to state that in order to prevent unacceptable risks from land instability, planning decisions should ensure that new development is appropriate for its location. It advises that where a site is affected by land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. The NPPF advises that planning decisions should ensure that a site is suitable for its new use taking account of land stability and any proposals for mitigation, with adequate site investigation information, prepared by a competent person.
- 8.41 Due to the presence of London Clay across the site the new foundation structure would be a piled foundation with a reinforced concrete retaining wall, designed in accordance with the latest British Code of Practice for building design and meeting the requirements of National House Building Council (NHBC) guidelines for constructing new properties in shrinkable London Clay.
- 8.42 Given the above measures the development is not considered to pose subsidence or flooding risks in the area.

Sustainability

- 8.43 London Plan Policy SI 2 requires all new build residential development of fewer than 10 units to achieve the national technical standard for energy efficiency in new homes set at a minimum of 10% CO₂ reduction beyond Part L of the Building Regulations and requiring new build development to meet a minimum water efficiency standard of 105 litres/person/day (plus allowance of 5 litres for external water consumption). Consequently, it is recommended that planning conditions be imposed to ensure that the development achieves both requirements.

Other planning matters

- 8.44 Representations have raised concerns that local services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.45 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and appropriate in relation to residential amenity, impact on the amenity of neighbouring properties, transport, sustainability, trees, biodiversity and flooding. Thus the proposal is considered in general accordance with the relevant policies.

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