

**PART 6: Planning Applications for Decision**

**Item 6.2**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/01994/FUL  
 Location: Ridge Hanger, Park Hill Rise  
 Ward: Park Hill and Whitgift  
 Description: Demolition of an existing house : erection of a three storey building comprising 6 two bedroom and 3 three bedroom flats : provision of driveway and associated parking to rear ; provision of associated refuse and cycle storage.  
 Drawing Nos: 6675-LS01 ; 6675 PL01 Rev A ; 6675 PL02 Rev A ; 6675-PL03 ; Unilateral Undertaking (to Restrict Residential Parking Permits).  
 Agent: Mantle Developments Ltd  
 Applicant: Howard Fairbairn Project Services Ltd  
 Case Officer: Mr D A Gibson

Proposed Residential Mix	2 bedroom / 4 person	3 bedroom x 5 person	Total
Number of Flats	6	3	9

Number of Car Parking Spaces	Number of Cycle Parking Spaces
9	18

1.1 The application has been referred to Planning Committee by Councillor Vidhi Mohan (objecting). Also, the total number of resident objections received exceeds the threshold of officer delegated authority and in accordance with the Committee Consideration Criteria it is therefore reported for Consideration by the Planning Committee.

**2.0 RECOMMENDATION**

2.1 That the Planning Committee resolve to **GRANT** planning permission.

2.2 That the Director of Planning and Strategic Transport is delegated authority to issue a Grant of planning permission subject to the following conditions, legal agreement, and informatives :-

1. In accordance with the approved plans.
2. Development to be implemented within three years.
3. Submission of external facing material samples for approval.
4. Submission of details of soft and hard landscaping, including new/replacement tree planting and biodiversity enhancements, and boundary treatments (including fence opening accesses for badgers to traverse site and details of children’s playspace) for approval.

5. Following details to be submitted to Council for approval: security lighting, visibility splays to vehicle egress, finished floor levels, electric vehicle charging point.
6. Developer to enter into Section 278 Highways Agreement to re-instate redundant dropped kerb to full height kerb.
7. Matters to be provided as specified and approved prior to the first occupation of new dwellings : parking egress and layout ; refuse storage ; cycle storage.
8. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
9. Water use target.
10. Submission of SUDs details to Council for approval.
11. First and second floor windows in the northern flank and southern flank elevations to be implemented and retained as high-level design as specified in approved plans.
12. Submission of Construction Logistics Plan to Council for approval.
13. Provision of watching brief for archaeology.
14. Contaminated land - Submission of Environmental Historical Site Review to Council for approval.
15. Ground floor level units to meet M4(2) accessibility standard.
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

### **Legal Agreement**

Unilateral Undertaking to Restrict Issue of Residential Parking Permits to Future Occupiers.

### **Informatives**

1. Community Infrastructure Levy
2. Removal of site notices
3. Any other informatives 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.

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The proposal is to demolish the existing 5 bedroom detached house and erect a three storey building to provide 9 flats. A total of nine off-street parking spaces are proposed.

### **Layout**

Ground floor	1 x 3 bedroom/5person flat 2 x 2 bedroom/4person flats
First floor	4 x 2 bedroom/4person flats
Second floor	2 x 3 bedroom/5person flats

- 3.2 All of the flats would have private amenity spaces in the form of terraces and/or balconies. A rear communal garden area is also proposed.
- 3.3 A total of 9 off-street parking spaces (including 1 disabled space) for the flats is proposed. The parking area would be located to the rear of the site. Vehicle access to the parking area would be from Park Hill Rise. The applicant has also submitted a legal agreement, in the form of Unilateral Undertaking, to restrict residential parking permits for future occupiers of the flats (except disabled persons).
- 3.4 Associated enclosed refuse and cycle storage is proposed.
- 3.5 During the course of the application the applicant was invited to submit amended plans to improve the appearance of the façade. The applicant was also requested to enter into a legal agreement - Unilateral Undertaking - to restrict future occupants from applying for residential parking permits within the controlled parking zone. Amended plans and a Unilateral Undertaking were duly submitted.

### **Site and Surroundings**

- 3.6 The site comprises a double-fronted two storey detached 5 bedroom family dwelling house in an Arts and Craft Style. The house has two single storey rear extensions. The house has two garages projecting forward of the main building line and a further parking space to the front/side of the site. It has a large rear garden laid to lawn and which has a timber gazebo. The garden has a conifer hedgerow adjacent its southern boundary and other tree / bush foliage adjacent to its western and northern boundaries.
- 3.7 There is a Tree Preservation Order on site with regard to an Oak Tree. However the Oak tree, which was sited in the south-western front corner of the site was felled in February 2018 on safety grounds.
- 3.8 The site is bounded to the north by Ridge Cottage a two storey detached building which is built in the same vein and Arts and Craft appearance of the house at Ridge Hanger.
- 3.9 To the south it is bounded by a bungalow at 49 Selborne Road.
- 3.10 To the west it is bounded by the rear gardens of houses in Lyndhurst Close.
- 3.11 On the opposite side of Park Hill Rise, to the east, there is a two storey terrace of town houses, pedestrian walkway and associated garage block. Further to the north-east is Danecourt Gardens, which is also formed of two storey town houses. These houses are part of the Wates estate vernacular of the area.
- 3.12 To the north-east of the site is a garage block serving Coverdale Gardens.
- 3.13 The site is close to the junction of Selborne Road and Deepdene Avenue. On Selborne Road there is a school (Archbishop Tenison's) approximately 100

metres from the junction. The highway junction of Selborne Road and Deepdene Road has recently been narrowed to reduce traffic speeds.

- 3.14 The area is residential in character and is predominantly formed of terraced town houses in a 'Wates estate' vernacular and or large detached dwellings. Park Hill Rise is set on a incline rising up from north to south. The application site is towards the top of the slope.
- 3.15 The site has a Transport for London Ptal rating of 1B (Poor access to frequent public transport service). The site is within a Controlled Parking Zone.
- 3.16 The site is within an Archaeological Priority Zone.

### **Relevant Planning History**

- 3.17 A pre-application enquiry Ref: 18/00275/Pre was submitted to the Council in January 2018 with regard to the proposed development.

#### Ridge Hanger and Ridge Cottage

- 3.18 Ref: 00/03320/P – The Council contested an appeal against non-determination (citing refusal reasons) for Demolition of existing houses; erection of 11 three bedroom terraced town houses; formation of access road.  
The Planning Inspector Dismissed the appeal 13/12/2001 citing reasons of harm to the character and appearance of the area, and harm to the amenity of adjacent residential occupiers through loss of privacy and loss of outlook.
- 3.19 There are also several refusals for redevelopment of the site and adjacent property from the 1970s (ref: 72/20/613, 72/20/615, 72/20/266, 72/20/614,72/20/616).

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

- The proposed development would create a good quality residential 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 (2016) and its own Croydon Local Plan 2018.
- The proposed development is of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause significant harm to neighbouring properties' living conditions.
- The level of parking provision is considered appropriate, striking the appropriate balance between promoting sustainable modes of transport, whilst providing some car parking space capacity. The proposed development would not have an adverse impact on the operation of the highway.

## **4.0 CONSULTATION RESPONSE**

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

## **5.0 LOCAL REPRESENTATION**

5.1 The application has been referred to Planning Committee by Councillor Vidhi Mohan (Objecting) who is the ward Councillor, for the following reasons :

- Overdevelopment of site.
- Out of character with the surrounding area.
- Development will have an adverse impact on the amenities of the adjoining properties

5.2 A total of 7 neighbouring properties were notified about the application and invited to comment by the way of letter. Site Notices were also erected in three locations. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

95 individual responses: 46 Objections 49 Supporting\*

\*21 of the Supporting comments came from addresses outside of the Borough and a further 15 came from addresses not close to Park Hill Rise. There are also a number of supporting comments which have been submitted on a multiple basis (i.e. from the same addresses).

5.3 The following summarised issues were raised in representations that are material to the determination of the application, and they are addressed as appropriate the next section of this report:

### **Objections**

- Loss of existing house detrimental to visual amenity of area
- Adverse effect on character of area
- 3 storey height not in keeping
- Loss of privacy
- Loss of outlook
- Loss of light
- Affect on trees / greenery
- Increased traffic
- Insufficient parking
- Highway safety
- Safety of nearby schoolchildren
- Increased noise disturbance
- Noise / disturbance from demolition / construction works
- Increased pollution
- Many supporters not local to area
- Conflicting visual in submitted plans
- Objection from Park Hill Residents Association
- Objection from Whitgift Residents Association

## **Supporting**

- Supports the application

5.4 Historic England (archaeology) consulted. No response.

## **6.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan 2012.

6.2 Government guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

6.3 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:

- Policy 3.3 Increasing Housing Supply.
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.8 Housing Choice
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.21 Contaminated Land
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.6 Architecture
- Policy 7.8 Heritage Assets and Archaeology
- Policy 7.19 Biodiversity and Access to Nature
- Policy 7.21 Trees and Woodlands

6.4 A new draft London Plan has been out for public consultation which expired on the 2 March 2018. The GLA current program is to have the examination in public of the Draft London Plan in Autumn 2018, with the final London Plan published in Autumn of 2019. The current 2016 consolidation Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the plan in general is considered to carry minimal weight.

6.5 Croydon Local Plan (2018) - The new local plan was adopted on the 27<sup>th</sup> February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP1: The Places of Croydon.
- SP2: Homes.
- SP2.1 Choice of homes.
- SP2.2 Quantities and locations.
- SP2.7 Mix of homes by size.
- SP2.8 Quality and standards.
- DM1: Housing choice for sustainable communities.
- DM1.2 Protection for Small Houses
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- SP4.2 Be informed by opportunities of Place and enhance social-cohesion and wellbeing.
  
- DM10: Design and Character.
- DM10.1 High quality developments, presumption for 3 storeys.
- DM10.2 Appropriate parking and cycle parking design.
- DM10.4 Private amenity space.
- DM10.5 Communal amenity space.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing.
- DM10.8 Landscaping.
- DM10.9 Lighting and light pollution.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.
  
- DM18 :Heritage Assets and Conservation
- DM18.9 Archaeology
  
- SP6: Environment and Climate Change.
- SP6.3 Sustainable design and construction.
  - Minor residential scheme 19% CO2 reduction.
  - Water efficiency 110 litres.
- SP6.4 Flooding and water management.
- DM25: Sustainable drainage systems.

- SP7: Green Grid
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
  
- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.12 and SP8.13 Electric vehicles.
- SP8.15 Ptal ratings
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.
  
- Place: Addiscombe

## **7.0 MATERIAL PLANNING CONSIDERATIONS**

7.1 The main planning issues raised by the application that the Planning Committee are required to consider are:

- Principle of development
- Density and housing mix of development
- Affect on the appearance of the site and surrounding area.
- Affect of the development on neighbouring amenity.
- Quality of accommodation proposed
- Affect of the development on parking and the highway.
- Other planning issues.

### **Principle of development**

- 7.2 Policy promotes the provision of new housing at a strategic and local level. The London Plan Housing SPG 2016 advises Borough's and developers of the strategic and local aspects and objectives when considering development of gardens and to strike a balance between these and other objectives when seeking to optimise housing provision on a particular site.
- 7.3 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. The existing property had a floor space of more than 130 sqm and more than 3 bedrooms and therefore the proposal would not constitute the loss of a small family house. The proposed development would also comply with DM 1.2 by providing 3 three bed units and 6 two bedroom four person units which would all provide family sized accommodation.
- 7.4 Housing policy in both the London Plan and the Croydon Local Plan promote the provision of new residential accommodation subject to meeting other relevant policies.



## Density and housing unit mix

### Density

- 7.5 Policy 3.4 of the London Plan states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. Based on the public transport accessibility level (PTAL 1B) and the site's suburban characteristics, the London Plan density matrix suggests a residential density of between 150 and 200 habitable rooms per hectare.
- 7.6 The residential density of the proposal would be 216 habitable rooms per hectare which is beyond the indicative range within the London Plan for a suburban area.
- 7.7 The Mayor's Housing SPG, at paragraph 1.3.12, further states that the density ranges should be "*used as a guide and not an absolute rule, so as to also take proper account of other objectives*". It does not preclude developments with a density above the suggested ranges, but requires that they "*must be tested rigorously*" (para.1.3.14). This will include an examination of factors relating to different aspect of "*liveability*" of a proposal (dwelling mix, design and quality of accommodation), access to services, impact on neighbours, management of communal areas and a scheme's contribution to '*place shaping*'. The impact of massing, scale and character in relation to nearby uses will be particularly important.
- 7.8 The SPG also considers the opportunities and constraints with regards to density on small sites (para.1.3.39). Responding to existing streetscape, massing and design of the surrounding built environment should be given special attention – where existing density is high, for example, higher density can be justified. Paragraph 1.3.40 notes that small sites require little land for internal infrastructure, and as such, it is appropriate for density to reflect this. These factors are all relevant to the development of the application site.
- 7.9 It is considered that the proposed residential development has been designed to deliver new homes within a building that respond to their local context, taking into account both the physical constraints of the site and its relationship with neighbouring properties and the nearby townscape.
- 7.10 While the proposed development does exceed the London Plan density range, it only does so on a marginal basis and not in any excessive manner that would detract from the character of its surroundings. It delivers on London Plan policy by optimising additional housing on an existing residential site. Therefore, the density of the development is considered to be acceptable.

### Housing Unit Mix

- 7.11 Policy SP2.7 of the Croydon Local Plan 2018 seeks to secure the provision of family housing and states the Council will seek to ensure that a choice of

homes is available in the borough that will address the borough's need for homes of different sizes. This will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.

7.12 The unit mix of the development is reproduced below for ease of reference:

**Accommodation Schedule**

Type	Number of Flats
2 bed/4 person	6
3 bed/5 person	3
TOTAL	9

**Layout**

Ground floor	1 x 3 bedroom/5person flat 2 x 2 bedroom/4person flats
First floor	4 x 2 bedroom/4person flats
Second floor	2 x 3 bedroom/5person flats

7.13 The proposal allows for 33% of 3 bedroom units and 67% of two bedroom/4person units. This would meet and exceed the strategic target of 30% 3 bedroom dwellings advocated by policy. The proposal would therefore provide a good mix of accommodation.

**Affect on the appearance of the site and surrounding area**

7.14 Policy promotes new housing development which achieves a minimum height of 3 storeys, but only on the basis that it respects the character with regard to the pattern, layout and siting; scale, height, massing, and density of its surroundings. It must also reference the appearance, existing materials and built and natural features of the surroundings.

7.15 The existing dwelling does not benefit from any heritage designation with regard to its built form and therefore its demolition would be acceptable. The principle of intensifying the use of site to include more residential accommodation is supported given the site's physical context – its detached form, the generous width of Park Hill Rise, the varied form and character of dwellings in the locality, and the need for housing in Croydon.

7.16 The proposed block would rise to three storeys in height and the frontage of the built form would be set well away from the back edge of the pavement on Park Hill Rise. This would provide a generous area of front soft landscaping and would prevent any overbearing effect on the street scene. The building façade would have an elegant and ordered form and composition and an interesting fenestration treatment. This would be complemented by the high quality yet simple brick material palette to the ground and first floors which would relate well to the materials found on 'Wates Estate' housing which is prevalent in the area. The second floor roof accommodation would be a subservient form to the lower floors and would be finished in zinc cladding. This would add interest to the roof

form. It would have a flat roof, but this would not be out of character with nearby dwellings, many of which also have flat roofs. There would be no competing or jarring elements within the composition and appearance of the building and it would have a very harmonious appearance. Off-street parking would be formed in the rear of the site, partly within a rear undercroft and partly on an open surface. However, the amount of hard surfacing area required to form the parking area and vehicle driveway would be subservient to the overall amount of soft landscaping proposed within the site as a whole. The cycle storage and refuse storage would be discreetly placed within the envelope of the building.

- 7.17 Three storey dwellings are not uncharacteristic within the area. The form and height of the proposed building would be proportionate to the overall site and it would have a balanced appearance. The space that would remain around the building would respect and maintain the pattern of development found in the locality. The proposed development would therefore set a high quality precedent for any future development coming forward in the locality.



- 7.18 A previous refusal and dismissed appeal from 2000 and 2001 (Ref: 00/03320/P) related to a proposed development of 11 three bedrooms houses across both Ridge Hanger and the adjacent site at Ridge Cottage. The current application relates to Ridge Hanger only and is for flatted development and is assessed against current planning policies. Therefore, given these circumstances and the passage of time that has elapsed, the previous appeal decision is not considered to be directly relevant to the current application proposal.

### **Affect of the development on neighbouring amenity**

- 7.19 There is extensive tree and hedging foliage to the side and rear perimeter boundaries of the site. It is appreciated that it is not all within the extent of the site and that not all of it is under the control of the developer, and that some of the trees would be deciduous. However, the minimum distance of the first and second floor of the proposed building to the back gardens of adjacent dwellings in Lyndhurst Close would be 19.5 metres, so no adverse loss of privacy would occur. In the northern and southern flank elevations of the building at first and second floor levels only secondary windows are proposed and they would be a high level design (this can be further secured by condition). The rear balconies at first floor level would be set within the building envelope while the rear roof

balcony would be centrally positioned. Therefore, no adverse loss of privacy would occur to the adjacent properties at Ridge Cottage and 49 Selborne Road.

- 7.20 In terms of outlook, when viewed from 49 Selborne Road (which is a bungalow) the southern flank elevation of the building would be largely obscured by the conifer hedgerow on the southern boundary. It appears that the main habitable rooms of 49 Selborne Road face west and south-east with only bedroom windows facing towards the application site. Therefore, it is considered that no loss of outlook would occur to the residents of 49 Selborne Road to an extent that would warrant refusal. It is considered that no adverse loss of outlook would occur to the occupiers of Ridge Cottage and Lyndhurst Close.
- 7.21 In terms of light the orientation of the site is such that shadow would fall to the north across the vehicle access of the proposed development. Therefore, no adverse loss of light would occur.
- 7.22 The proposed intensification of the use of the site by creating flats would not create significant levels of noise and disturbance or pollution as such to justify refusal of planning permission.

### **Quality of the Accommodation proposed**

- 7.23 All the proposed flats meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'.
- 7.24 The flats would receive reasonable levels of light, outlook and aspect. All 9 flats would be dual aspect, albeit reliant upon flank elevation high level windows to achieve that outcome.
- 7.25 All of the flats would have access to private amenity spaces in the form of ground floor terraces and/or balconies. Communal amenity would also be provided and could make provision for childrens' play space, as well as being flexible, multifunctional, accessible and inclusive. Details of which could be conditioned
- 7.26 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.

- 7.27 The applicant has confirmed that all the units located on the ground floor level would endeavour to meet M4 (2). A condition is recommended to that effect.
- 7.28 Overall, the proposed development is therefore considered to provide a good quality of accommodation to the future occupants.

**Impact of the development on parking and the highway.**

- 7.29 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy all developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit. However, in outer London areas with low PTAL (generally PTALs 0-1), the London Plan advises that Boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures. It states that in low PTAL areas one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per units. In accordance with standards a minimum of 2 cycle storage spaces should be provided for each dwellings for flats with more 2 bedrooms.
- 7.30 The proposed development would provide 9 off-street parking spaces, including 1 disabled space, for the 9 flats. A total of 18 cycle storage spaces are proposed on site. A parking stress survey has also been submitted in support of the application and it draws the conclusion that despite the low PTAL rating of '1b' there are numerous public transport options within a short walk of the site which are likely to be used by future residents for everyday journeys. It also finds that the level of parking stress locally in marked (on-street) bays is 58-60% overnight with a few extra cars choosing to park on single yellow lines. The proposed amount of off-street parking would not exceed maximum parking standards for new development. The applicant has also agreed to enter into a legal agreement, in the form of a Unilateral Undertaking, to prohibit future residents (except disabled persons) applying for residential parking permits in the Controlled Parking Zone.



- 7.31 The cycle storage provision (18 cycles) is considered acceptable and would meet London Plan standards.
- 7.32 The car parking spaces would be accessed from an existing vehicle crossover into the site. Several of the spaces would be formed within an undercroft. The Council would expect the dropped kerbs of the redundant vehicle crossovers to be re-instated at the expense of the developer. This matter could be secured by condition. The turning circle and width of the access is sufficient to ensure that cars will be able to enter and leave the site in a forward gear. The proposed development is not considered to pose a significant risk to highway and pedestrian safety.
- 7.33 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. The installation of an active electric car charging point can be secured by condition.
- 7.34 Several representations have raised concern about traffic and noise and disturbance from associated works. A construction logistics plan could be secured by condition to satisfactorily address this matter.
- 7.35 It is considered that the development would have no adverse effect on road safety. A condition is recommended to ensure that the vehicle access/egress will provide appropriate visibility splays.

#### **Impact of the development on trees.**

- 7.36 There was a TPO Oak tree in the south-western corner of the site, but it was felled in February 2018 on emergency safety grounds. The Council would

require a substantive replacement tree to be planted on site to mitigate for the recent loss of the tree. Full details of this matter can be secured by condition.

### **Impact of the development on flooding**

- 7.37 The site is located in Flood Risk Zone 1 (low) and has been modelled as being at risk from surface water flooding on a 1 in a 1000 year basis. The site is also at moderate risk from groundwater flooding. The applicant has submitted a flood risk assessment (FRA).
- 7.38 To mitigate the risk of groundwater flooding a number mitigation measures are proposed including permeable paving and a Sustainable Urban Drainage System (SUDs) will be put into effect to attenuate surface water. A condition is recommended to ensure efficient water use.

### **Other Planning Issues**

- 7.39 The development is required to meet reduction in carbon dioxide emissions targets of 19% beyond the 2013 Building Regulations. This could be secured by condition.
- 7.40 Enclosed bin storage is proposed on the northern side of the building. Its provision could be secured by condition.
- 7.41 The site is within an Archaeological Priority Zone. A desk-top study submitted with the application advises that a watching-brief is kept on all site investigation procedures that entail groundworks, and on all further groundworks associated with the proposed development, to safeguard an archaeological interest. This matter can be secured by condition.
- 7.42 The site is residential but nevertheless it would be prudent to ensure that any land contamination issues can be addressed where necessary. This could be secured by condition.
- 7.43 In terms of wildlife and biodiversity, badgers are indigenous to the locality, but there did not appear to be setts evident on the site. The Council through would expect boundary fencing to be designed to have gaps to allow badgers and other small mammals to traverse the site.

## **8.0 Conclusion**

- 8.1 The proposed development would not have any adverse effect on the visual amenity and character of the site and its surroundings, or any adverse effect on the amenity of an adjacent and nearby residential occupiers. It would provide an acceptable amount off-street parking and cycle storage provision and would not adversely affect traffic generation and the availability of on-street parking on local roads. The proposed development would contribute positively towards the Council's housing targets and would optimise the use of existing residential land.

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

Contact: [development.management@croydon.gov.uk](mailto:development.management@croydon.gov.uk)