

1 APPLICATION DETAILS

Ref: 19/02313/FUL
 Location: 10 Smitham Downs Road, Purley, CR8 4NA
 Ward: Purley and Woodcote
 Description: Demolition of existing dwelling and erection of two storey building with accommodation within the roof space as well an erection of a single storey bungalow located at the rear of the site to provide a total of nine units as well as revised vehicular access, associated parking, landscaping, internal refuse and cycle storage.
 Drawing Nos: 799-015-PR01, 799-015-PR02, 799-015-PR03 Rev C, 799-015-PR04, 799-015-PR05 Rev A, 799-015-PR06, 799-015-PR07, 799-015-PR08, 799-015-PR09, 799-015-PR10 Rev A, 799-015-PR11 Rev A, 799-015-PR12 Rev A, 799-015-PR13, 0184/19/B/1, Existing and First Floor Plans, 18189E.
 Agent: Neal Thompson
 Applicant: Lumiere Property
 Case Officer: Tim Edwards

	1b2p	2b3p	2b4p	3b4p	3b5p	4b, 7p	Total
Existing						1	1
Proposed	3	2	1	2	1		9

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4 (including 2 disabled bays)	15

1.1 This application is being reported to Planning Committee because the ward councillor (Cllr Simon Brew) made representations in accordance with the Committee Consideration Criteria and representations in excess of the Committee Consideration Criteria have been received.

2 RECOMMENDATION

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

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 (including specific response to ecology recommendations)
- 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 external cycle stores to be submitted.
- 6) In accordance with the arboricultural report and tree protection plan.
- 7) Parking, Pedestrian Visibility Splays, Active/Passive charging, internal refuse and cycle stores to be provided prior to occupation.
- 8) Demolition and Construction Logistics Plan to be submitted
- 9) The development must achieve 19% CO2 reduction beyond Building Regulations
- 10) The development must achieve 110 litres water per head per day
- 11) Flank facing windows to be obscure glazed/non-opening up to 1.7 metres from internal floor levels.
- 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

2.2 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.

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Demolition of an existing two storey building and erection of a two storey building with accommodation in the roofspace to provide 8 units.
- Erection of a single storey building to the rear to provide a 3 bedroom family unit.
- Provision of 4 parking spaces at the front of the site.
- Multi-functional communal/child play space to be provided between the two built forms.

Site and Surroundings

3.2 The application site lies on the northern side of Smitham Downs Road, in an area which is at risk from both surface water and ground water flooding.

3.3 The site is located in PTAL 2, although noted to be in close proximity to PTAL 3 and the bus routes either available within Smitham Downs Road or within 300

metres of the closest bus stops on Brighton Road. The site is approximately 900 metres from Coulsdon Town and 1.10 kilometres from Reedham Station.

Planning History

3.4 There is no relevant planning history related to the site.

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 8 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.
- The number of parking spaces proposed would be suitable, providing an appropriate quantity for the proposed mix.
- Other matters including flooding and sustainability 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: 26 Objecting: 26 Supporting: 0

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. Flats are appropriate in a residential area in principle.

Proposal does not deliver the large family homes needed.	The proposal provides three x 3 bed family homes in accordance with local policy. This point is further addressed within section 8.2 to 8.4 of this report.
<i>Design and appearance</i>	
Out of keeping with the surrounding area – flats, design, character, height, bulk, building line, materials, density, overbearing scale and mass.	This is addressed in section 8.6 and 8.7 to 8.13 of this report.
It is council policy to approve applications where block of flats resembled family housing. This proposal looks like a block of flats.	There is no policy requirements for blocks of flats to appear as detached houses but it can be a positive response to the character of the area. All applications are considered in relation to their potential impact upon the character and appearance of the wider area. In this instance, the proposal is considered to be an appropriate development which would not detrimentally impact the character of the area.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook, noise, daylight and sunlight.	This is addressed in section 8.14 to 8.23 of this report.
<i>Amenities of future occupiers</i>	
The living spaces per unit is meagre for family life	All units, external amenity areas and floor to ceiling heights meet the minimum standards as addressed in section 8.24 to 8.27 of this report.
<i>Trees and ecology</i>	
Impact upon trees and biodiversity.	This is addressed in sections 8.36 to 8.38 of this report.
<i>Highways and parking</i>	
Inadequate parking provision and impact on the existing highway network.	This is addressed in section 8.28 to 8.33 of this report.

<p>The council is obsessed with everybody using a bike for their mode of transport.</p> <p>The proposed space for cycle parking could also be removed to provide additional car parking.</p>	<p>In-line with the relevant London Plan policies, the applicant proposes to provide an appropriate quantity of cycle storage spaces.</p> <p>The proposed cycle parking is located either within the main flatted block at the front of the site or within the private amenity spaces at the rear and therefore does not impact upon the quantity of parking spaces provided.</p> <p>This is further addressed in section 8.34 to 8.35 of this report.</p>
<p><i>Other material considerations</i></p>	
<p>More littering/rubbish where there are multiple flats, people have no regards to keeping their surrounding area clean and tidy.</p>	<p>A dedicated internal refuse store is proposed within the front flatted building. This is set away from the roadside but well located for all future occupiers and waste personnel.</p>
<p>There is no affordable housing provided.</p>	<p>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.</p>
<p>Local transport, schools and health services are already over stretched.</p>	<p>The development will be CIL liable. This is addressed at section 8.41 of this report.</p>
<p><i>Non-material considerations</i></p>	
<p>There is a restrictive covenant on the site</p>	<p>This is not a planning consideration.</p>
<p>Detrimental impact upon property prices.</p>	<p>This is not a planning consideration.</p>
<p>I have not been notified of this planning application.</p>	<p>The application has appropriately consulted with neighbours in line with statutory and council policies and procedures.</p>

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

- Out of character development.
- Inadequate car parking arrangements and impact upon the highway network.
- Impact upon trees
- Lack of visibility over pre-application correspondence. *[Officer Comment: This is a procedural matter not a material planning consideration].*

6.4 Councillor Badsha Quadir has objected to the scheme, making the following representations:

- Additional road traffic may cause health and safety issues.
- The application states the removal of the Cooper Beech Tree, with the council having placed a TPO on this existing tree. *[Officer Comment: Whilst there is noted to be a large cooper Beech Tree within the rear garden of no.8, this is not protected by way of a tree preservation order (TPO) nor is it proposed to be removed by the developer].*

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) (SPD) (2019)

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. Approximately 30% of future housing supply may be delivered by windfall sites which provide sensitive renewal and intensification of existing residential areas and play an important role in meeting demand 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. The proposed unit mix includes three 3 bedroom units and would therefore provide two additional family units on site, meeting the strategic target of 30%.
- 8.4 Policy DM1.2 prevents the loss of small family homes by restricting the net loss of units with three bedrooms or a floor area of less than 130sq.m. There is therefore a requirement to retain or re-provide family sized homes in this case, with several recent appeal decisions supporting both policies DM1.2 and SP2.7. As the existing dwelling is not smaller than 130sq.m or a 3 bedroom property and the proposal would provide a significant amount of family accommodation overall the proposal is considered to be in accordance with Policy DM1.2.
- 8.5 The site is in a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels could range from 150 - 250 habitable rooms per hectare (hr/ha). The proposed density of this development falls marginally above this range at 270hr/ha. Although this is above the levels sets out, the London Plan states 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. In this circumstances it is considered that the proposed development is appropriate for the site and surrounding area.
- 8.6 The site is located within an existing residential area and subject to policy compliance in other respects, the principle of redevelopment is supported.

Townscape and Visual Impact

- 8.7 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition and replacement with a proposed flatted development. The site would encompass a flatted block at the front of the site with 8 units and a single storey building at the rear to provide an additional family unit as shown by figures 1 and 5.

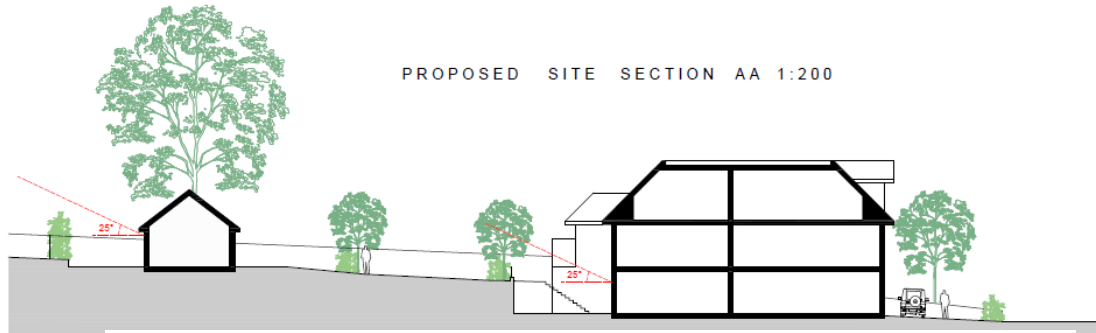


Figure 1: Proposed Site Section

- 8.8 Whilst 8 and 10 Smitham Downs Road are the same in style, properties seen throughout the area are noted to be varied in style and form with brick, render and hung tiles being commonly used. Owing to the land levels seen throughout the area, properties on the northern side of Smitham Downs Road step up from the roadside whilst those on the southern side are set down. The proposed development would lower the existing land levels to allow step-free level access to the site with the well-considered landscaping scheme facilitating this alteration in an appropriate manner.
- 8.9 The proposed building would project forwards of the existing building line, by approximately 1.5 metres. However, it is important to note that the building line is not consistent throughout the streetscene, with notably 4 and 14 Smitham Downs Road being set forwards of the adjoining properties. The proposed projection forwards is also successfully broken down by the choice of material and recessed balconies as well as use of the existing land levels to reduce its prominence and create an acceptable addition to the wider streetscene.
- 8.10 The proposed massing and height of the building sits comfortably between the two adjoining occupiers and within the wider streetscene (as seen in figure 2) and is a form of three storey development supported by policy DM10 of the Local Plan. As with the existing building the proposed front building follows the land levels as they drop from west to east. Hipped roof forms with front dormers and projecting elements are again seen throughout the wider area and immediate buildings which the proposal has embraced. The proposal has reinterpreted the key characteristics of the wider area to provide a multi-flatted development which allows for the most efficient use of land.



Figure 2: Streetscene Elevation within Smitham Downs Road of Front Flatted Block

- 8.11 The proposed building would utilise the three prominent materials used throughout the wider streetscene. Render is proposed to be used but in limited instances. Therefore the proposed materials and maintenance schedule are recommended to be conditioned; overall the proposed materiality is considered acceptable.
- 8.12 The rear bungalow, would be a simple single storey building positioned appropriately in the plot to ensure the prominent Cooper Beech tree in the adjoining property's garden is protected and that there is a multi-functional communal/child play space area located between the built forms. The proposal



Figure 3: Front Elevation of Rear Bungalow

would also utilise the same material palette as the front flatted block (as seen in figure 3) to create a family of buildings across the site.

- 8.13 Overall, the proposed development would represent a high quality addition to the wider street scene, providing two buildings that are respectful to local character whilst intensifying the site to provide additional residential units.

Impact on Neighbouring Residential Amenity

8.14 The properties most affected by the development would be the immediate neighbours 8 and 12 Smitham Downs Road, as well as 2 Woodcrest Road to the rear and 9 Smitham Downs Road opposite the site as seen in figure 4.

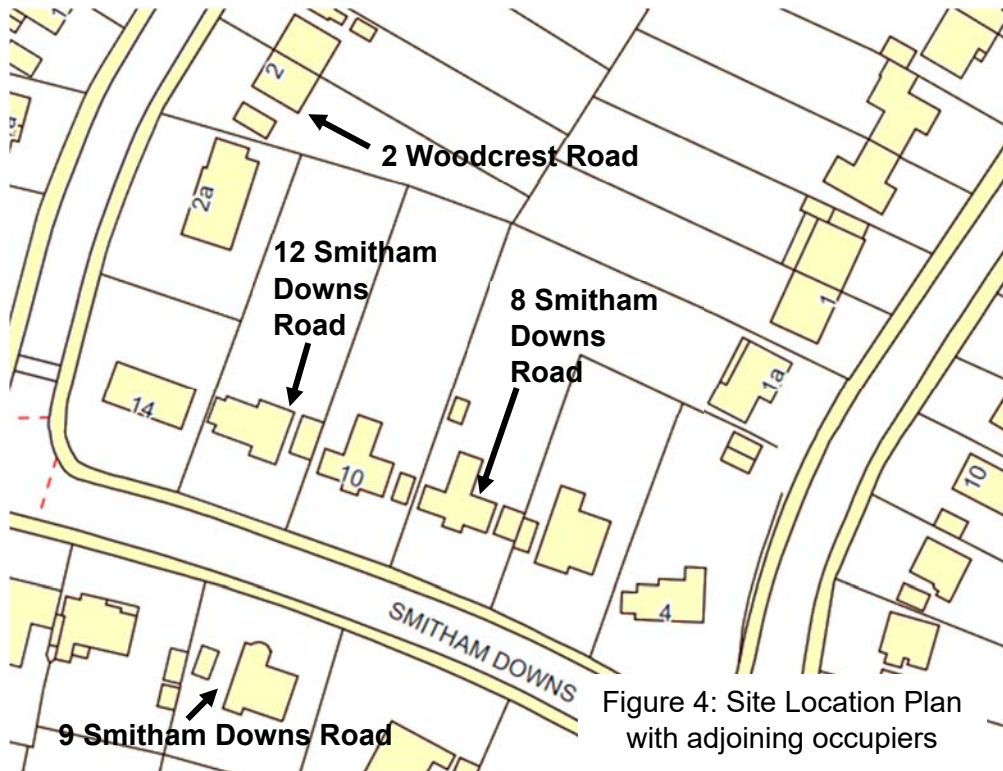


Figure 4: Site Location Plan with adjoining occupiers

8 Smitham Downs Road

8.15 This adjoining occupier is set down from the proposed site, in a similar way to the existing arrangement. Whilst the main front building would project deeper than the existing building it would remain at the closest point 2 metres away, before stepping away to approximately 7.5 metres as indicated in figure 5.

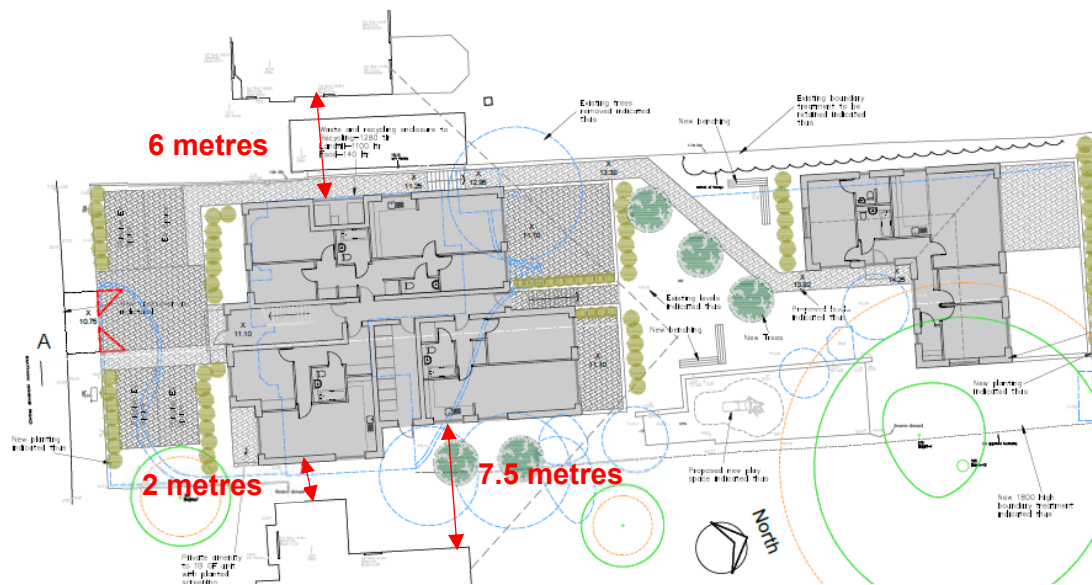


Figure 5: Separation Distances with 8 and 12 Smitham Downs Road

- 8.16 There is one first floor flank facing window located within the rear outrigger of this adjoining occupier which appears to serve a small 4th bedroom. Considering the separation distances as well as point 2.9 of the SDG which 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*” overall the impact on this window is considered to be acceptable. Furthermore, existing trees located within the adjoining occupier’s garden are proposed to be protected during the construction process, with detailed landscaping scheme further improving the natural screening between the sites. The rear elevation has one ground floor window off-set to the side but the proposal does not cut at line taken at 45° in plan or elevation from that window. Therefore, overall the proposed development is considered to have an acceptable impact upon this adjoining occupier.
- 8.17 The unit located at the rear of site, would be approximately 27 metres away from the rear elevation of this adjoining occupiers. Due to this separation and retention of existing and proposed additional soft landscaping (with further details relating to any hard boundary treatments to be conditioned) overall this proposed rear building is not considered to detrimentally impact the amenities of the adjoining occupiers.

9 Smitham Downs Road

- 8.18 There is an approximate 27 metre separation between the proposed front elevation of the front flatted block and 9 Smitham Downs Road directly opposite. Taking into account this separation distance overall the proposal is not considered to alter the existing acceptable relationship shared between the two sites.

12 Smitham Downs Road

- 8.19 As indicated by figure 5, there is an approximate 6 metre separation between the proposed front building and no.12’s main flank elevation. Due to the topography throughout the area, the proposed building is also set down from this adjoining occupier and as shown within the submission would not break the 45 degree rule as set out by the SDG (2019) in both plan and elevation. A first floor side facing window in no 12 would be located adjacent to the front elevation of the proposal and so would not be significantly affected by the proposal.
- 8.20 The proposed rear single storey unit would be approximately 20 metres from the rear elevation of this adjoining occupiers and again owing to the proposed retention of the existing soft landscaping and topography overall there is not considered to be a detrimental impact upon the amenity of this adjoining occupier.

2 Woodcrest Road

- 8.21 The site is located below the level of this adjoining occupiers, with the main front building located approximately 31 metres away from the boundary shared between the sites. Whilst the rear single storey building is located approximately 5.8 metres away from this boundary, considering the land levels which are

prevalent as well as the significant separation with the rear elevation of this adjoining occupier and single storey nature of this proposal then overall there is not considered to be a detrimental impact upon the amenities of 2 Woodcrest Road.

General

- 8.22 All side facing windows are proposed to be obscured glazed and non-opening up to 1.7 metres from the internal floor height to restrict overlooking. The proposed balconies are also set within the building envelope restricting overlooking to the rear and front of the site.
- 8.23 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

- 8.24 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 or rear of the site, with secondary/non-habitable windows located within the flank elevations.
- 8.25 All units are afforded external amenity space which adheres with the London Housing SPG and subsequent Croydon Plan Policy. The ground floor units are afforded larger private amenity areas which are in excess of the standards. A detailed soft landscaping scheme has been submitted with the proposal providing well-defined private amenity areas, as well as a multi-functional communal and child play space area which is located between the two buildings.
- 8.26 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. Given the limitations of the footprint to provide the required accommodation, the applicant has proposed that the two ground floor units are M4 (2) which is welcomed and is proposed to be secured by condition. During the application process, the external stair access has been altered to a ramp which further improves access to the rear bungalow as well as for all future occupiers in accessing the communal areas between the built forms.
- 8.27 The development would provide high quality accommodation including small family sized housing all with adequate layout, space, and amenities for future occupiers.

Parking and Highways

8.28 As set out above, the site has a PTAL rating of 2 and whilst this would normally detail a poor access to public transport, the site is within walking distance of a number of bus routes. As shown in figures 6 and 7, the PTAL website forecasts that the site by 2021 would fall within an area within PTAL 3 rating as shown low. The London Plan sets out maximum car parking standards for residential

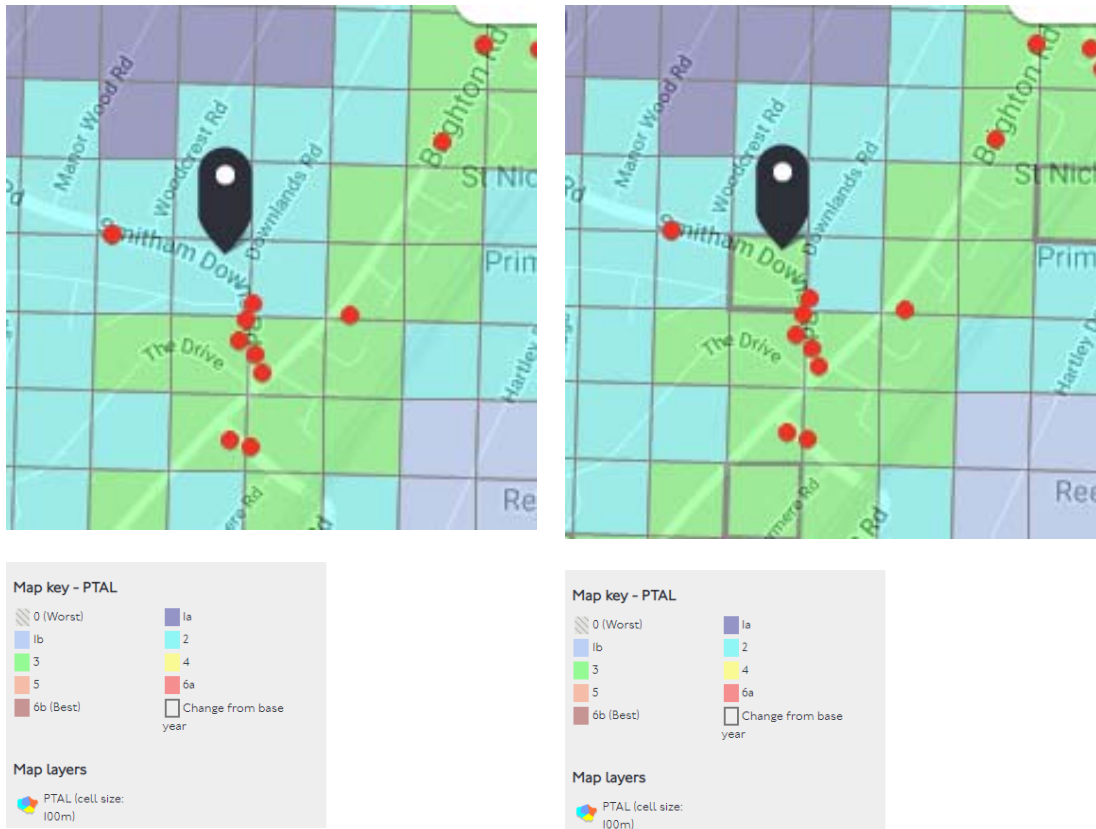


Figure 6: Current PTAL Map

Figure 7: 2021 PTAL Forecast Map

developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties

8.29 Car parking demand on the site has been estimated using 2011 Census data which concludes that the proposed development will generate a demand of 6.12 spaces. As the proposal would provide 4 on-site parking bays it would therefore potentially create an overspill of 2.12 vehicles onto the roadside. As such the applicant has submitted a parking stress survey has been undertaken using the Lambeth Methodology and indicates that there is an average overnight parking stress within 200 metres of 27%, with 141 parking spaces available throughout Smitham Downs Road, The Vale, Downlands Road and Woodcrest Road. Therefore, whilst there would be a potential overspill from the development overall there is considered to be acceptable quantity within the surrounding area to facilitate for this.

- 8.30 Concerns have been raised by local residents with regard to the safety of additional vehicles parked on Smitham Downs Road which is a bus route with numerous junctions in close proximity to the site. However, it is noted that parking on Smitham Downs Road is currently unrestricted and the number of extra vehicles that would park on the highway would be limited with the parking stress survey demonstrating that there is significant scope to park on other nearby residential roads. Records also indicate that there have been no recorded accidents within the immediate surrounding area of the site over the last five years.
- 8.31 A new central crossover is proposed, replacing the existing and maintaining acceptable sightlines and pedestrian visibility splays. These are proposed to be conditioned accordingly to be maintained throughout the lifetime of the development.
- 8.32 Taking into account the sites accessibility to public transport, relevant car ownership data and high parking availability within the surrounding area overall the proposal is considered to provide an appropriate number of parking spaces which would not detrimentally impact highway safety within the surrounding area.
- 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, given the sites location in a residential area and to ensure minimal impact upon the highways network.

Cycle and Refuse Storage

- 8.34 Cycle stores are proposed internally within the building (apart from the ground floor units whose cycle storage is proposed to be located within their private amenity spaces). Final details of the external cycle stores are proposed to be secured by a condition.
- 8.35 The proposed refuse store is located in an acceptable location for all future occupiers as well as for waste personnel in collecting refuse being positioned within the front flatted building.

Trees and Biodiversity

- 8.36 A number of low grade trees/hedges located along the boundary with 8 Smitham Downs Road and at the rear of the site are proposed to be removed. They offer little amenity value and therefore overall their removal is considered acceptable, especially taking note of the replacement trees proposed at the front and throughout the communal area which will positively add to the character of the surrounding area.
- 8.37 Representations received have raised concerns around the proposed single storey rear buildings impact upon the Cooper Beech Tree (T10) as indicated in figure 8. Whilst the tree is acknowledged to be a high quality A grade tree, the visual amenity it offers is limited due to its location being well set back from the roadside and surrounded by built form. As the application proposes sensible

crown lifting and that the incursion into its root protection area is limited, overall it is considered that the proposal would not have a detrimental impact upon this high quality tree during and post construction.

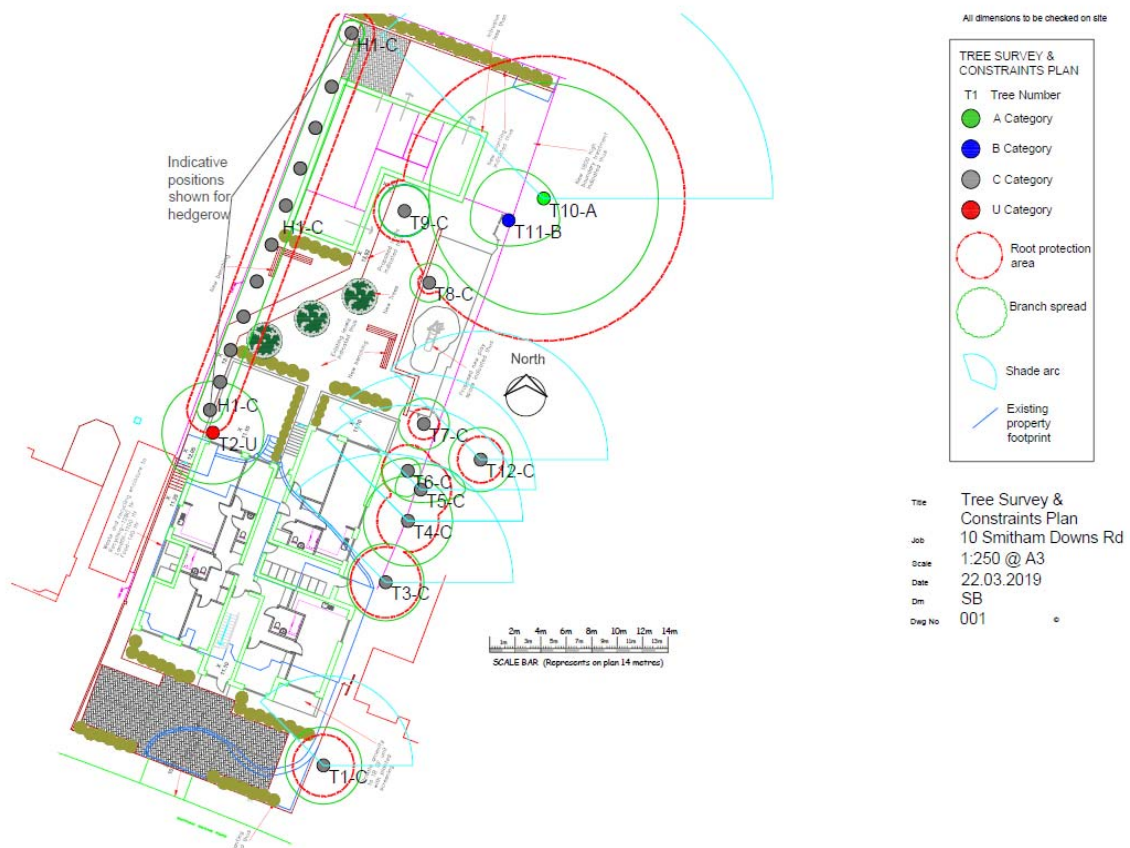


Figure 8: Tree Constraints Plan

8.38 Concerns have been raised by regards to the potential for protected species to be impacted by the development. The site is reasonably separated from all Sites of Nature Conservation Importance and/or Special Scientific Interest, does not include the removal of any existing water source (i.e. pond) and although five trees and group of hedges are noted to be removed, the development is considered unlikely to affect protected species/habitats on site. It is also important to note that other legislation provides protection to these species to which the applicant should be aware of. A condition is proposed to be attached to ensure that trees are removed outside of the bird nesting season.

Flood Risk

8.39 The application lies within area at risk from both surface water and ground water flooding. A Flood Risk Assessment (FRA) has been provided outlining the existing on-site specifics alongside proposed situation including the potential for climate change. The assessment has outlined that the development would not increase on or off-site flood risk. However, as no on site investigations have been carried out, a detailed FRA is proposed to be conditioned accordingly.

Other planning matters

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

Conclusion

- 8.42 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 family sized housing types, supported by car parking, cycle storage and bin storage. The impacts to neighbours would be largely limited to the construction period, and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions.
- 8.43 The proposal would comply with the Croydon Local Plan 2018 and would be acceptable. Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.
- 8.44 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted subject to a legal agreement for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.