

PART 5: Planning Applications for Decision

Item 5.2

1 SUMMARY OF APPLICATION DETAILS

Ref: 20/00981/FUL
 Location: 8 Kearton Close, Kenley, CR8 5EN
 Ward: Kenley
 Description: Demolition of existing 2 bedroom bungalow and replacement with four dwellings, car parking, landscaping
 Drawing Nos: 135 01 P1, 135 02 P1, 135 03 P1, 135 04 P1, 135 05 P1, 135 100 P2 (received 23.10.20), 135 101 P2 (received 23.10.20), 135 102 P2 (received 23.10.20), 135 103 P1, 135 104 P1, 135 105 P1, 135 106 P2 (received 23.10.20), 135 110 P2 (received 23.10.20), 135 111 P2 (received 14.05.20), 135 112 P1, 135 113 P1, 135 120 P1, 135 121 P1, 135 130 P2 (received 15.10.20), 135 131 P3 (received 16.11.20), 135 132 P2 (received 15.10.20), 135 133 P2 (received 15.10.20), 19375/TCP/01, landscaping details by Thrift Landscapes Garden Design, proposed gross internal areas schedule, Design and Access Statement part 1 and part 2 (subject to amendments), Planning Statement (subject to amendments), Construction Environmental Management Plan, Preliminary Ecological Appraisal Report, Flood Risk Assessment and SUDs Strategy, Tree Survey Assessment Report with appendices (received 14.05.20), Tree Constraints Plan (19375/TCP/01), Tree Protection Plan (19375/TPP/01), Transport Statement Rev A (May 2020) (received 14.05.20)
 Applicant: Mr Jerry Ellis
 Case Officer: Hayley Crabb

	2-bed	3-bed	3-bed +	Total
Existing				1
Proposed	1	1	2	4

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6 parking spaces	8 cycle parking spaces

1.1 This application is being reported to Planning Committee because objections above the threshold as specified by the Committee Consideration Criteria have been received.

RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to the completion of a S.106 Agreement to secure the following heads of terms:
- A financial contribution of £6000 towards sustainable travel improvements
- 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. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings except where specified by conditions
3. Materials (including samples) to be submitted for approval prior to any above ground works
4. Details of the louvres to be submitted for approval prior to any above ground work
5. Window condition to be submitted for approval prior to any above ground work.
6. Tree Survey/Tree Protection Plan to be conditioned
7. Hard and soft landscaping including retained and replacement trees/details of sedum roof, boundary treatment, lighting and maintenance to be submitted prior to slab level
8. Develop in accordance with the preliminary Ecological Appraisal
9. Biodiversity enhancement strategy to be submitted prior to slab level
10. Car parking to be provided as specified
11. No obstruction over 0.6m in height in pedestrian visibility splays
12. Highways condition (Section 278 to re-locate lamppost) highway works prior to construction)
13. Refuse management Plan
14. Full details of cycle and refuse stores to be submitted prior to occupation
15. Details of electric vehicle charging point to be submitted prior to occupation
16. Construction Logistics Plan to be submitted prior to commencement (including demolition
17. Details of site specific SuDS to be submitted prior to any above ground works
18. Details of sedum roof/Flood resistance and resilience measures to be submitted prior to any above ground works
19. 19% Carbon reduction
20. 110 litre Water usage
21. Removal of Permitted Development rights to one unit
22. All units to meet M(4)2 standard and 1 to meet M4(3)

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

Informatives

- 1) Community Infrastructure Levy
- 2) Policies
- 3) Code of practise for Construction Sites
- 4) Party Wall Act
- 5) Highways
- 6) Environmental Health Comments
- 7) Protected Species
- 8) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the Planning Sub Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal comprises the following:

- The existing 2 bedroom bungalow would be demolished
- Erection of two detached and two semi-detached houses of a contemporary design
- Formation of access road and six parking spaces
- Each of the units would have cycle and refuse facilities located in the rear gardens
- A refuse collection point would be provided adjacent to the access



Site and Surroundings

- 3.2 The application site lies on the south-eastern corner of Kearton Close and is currently occupied by a modest 2 bedroom bungalow within a spacious plot. Kearton Close is a cul-de-sac.
- 3.3 The immediate surrounding area is residential in character and comprises of predominately detached and semi-detached properties varying from single to two storey dwellings.
- 3.4 The site is at the end of part of the cul-de-sac. The existing bungalow is set back from the highway in line with the other houses on this side of Kearton Close.
- 3.5 The site has a Public Transport Accessibility Level (PTAL) of 0.
- 3.6 The site is not subject to a Tree Preservation Order and is near a site of nature conservation importance.



Site Plan



Aerial View

Planning History

- 3.7 19/05174/PRE – Pre-application enquiry for the demolition of existing 2 bedroom bungalow and replacement with x 3 detached houses, car parking, landscaping and associated ancillary accommodation.
- 3.8 88/02599/P – Erection of eight detached houses with double garages and formation of access road - Not determined. (223/225/227 Hayes Lane & Part of Rear Garden of 8 Kearton Close Kenley)

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development on the site is acceptable;
- The design and appearance of the development is appropriate for the site;
- There would be no undue harm to the residential amenities of adjoining occupiers;
- The living standards of future occupiers would be acceptable and compliant with the Nationally Described Space Standards and the London Plan;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- The scheme would have no undue impact on protected trees;
- Sustainability aspects of the development can be controlled by condition.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

Ecology Consultant

5.2 An Ecology Consultant has assessed the Preliminary Ecological Appraisal Report (Indigo, September 2019). They are satisfied that there is sufficient ecological information available for determination. The mitigation measures identified in the report are to be secured via condition and implemented in full. No enhancement measures have been included and therefore it is recommended for a Biodiversity Enhancement Strategy to be secured via condition prior to slab level.

6 LOCAL REPRESENTATION

6.1 A total of 16 neighbouring properties were notified about the application and invited to comment. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 79 Objecting: 79 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:

Summary of objections	Response
Overdevelopment due to its size, footprint, layout, density and massing.	Addressed in Section 8.2-8.5 of this report
Out of character with the surrounding area by design, scale, height and density/out of character with neighbouring properties/ruin corner aspect/not in keeping with the area/ overcrowded/cramped form of development/overbearing /obtrusive by design/impact on the community	Addressed in Section 8.6-8.13 of this report
Poor outlook for future occupiers	Addressed in Section 8.16 of this report
Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance/overcrowded/ Impact on living standards/health/ enjoyment of neighbouring gardens	Addressed in Section 8.21-8.29 of this report
Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase	Addressed in Section 8.30-8.41 of this report.

traffic/congestion/access/ hazard/ in-sufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles/impact on children and horses etc.	
Detrimental impact on trees/sylvan quality/loss of trees, mature vegetation and garden land/removal of green infrastructure/ Impact on natural habitat, wildlife and animals	Addressed in Section 8.42-8.46 of this report
Flooding/impact on utilities/poor drainage/ sewers/mains	Addressed in Section 8.47-8.50 of this report
Set a precedent for future development	Each application is judged on its own individual merits
Lack of infrastructure/local services	The development would be liable for CIL which would make a contribution to local services and infrastructure
A Sunlight and Daylight Report has not been submitted. In-adequate assessment of planning policies within the submitted Design and Access Statement	A Sunlight and Daylight Report is not a planning requirement. The application is assessed in line with adopted planning policy.
Disruption during construction phase	A Construction Logistics Plan is suggested by condition
Roads not suitable for heavy construction Traffic.	A condition would be attached as a pre-commencement condition for a Construction Logistics Plan to be submitted prior to the commencement of the development
Affect the development potential of the neighbouring sites	Each application is judged on its own individual merits.
Fire access	This would be dealt with under building regulations. It is noted the Transport Statement (REV A) however states a domestic sprinkler system would be

	provided in each of the properties as a 45m hose would not be long enough.
Plenty of other schemes in the area. Cumulative impact of other local schemes on the area/type of housing in the location not needed.	Each application is judged on its own individual merits.
Saleability/built in the wrong location	Each application is judged on its own individual merits.
Property values	This is not a planning consideration.
Rights to light/loss of a view	These are not planning considerations

6.2 The Welcomes and Uplands Road Residents Association objected on the following grounds:-

- Parking/Access/visibility/overspill parking/Transport assessment not acknowledging impact on highway network/high risk roads
- Impact on traffic
- Gas mains/Construction traffic
- Cycling/gradient of roads in the vicinity
- Cumulative impact of developments should be assessed
- Impact on local services
- Dialogue/improving infrastructure of the road

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 Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan 2012.

7.2 Government guidance is contained in the National Planning Policy Framework (NPPF), revised 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.

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

- 1.1 Delivering the Strategic Vision and Objectives for London.

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.1 Strategic Approach
- 6.3 Assessing Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 6.14 Freight
- 7.2 An Inclusive Environment
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage
- 7.14 and 7.15 Air quality
- 7.21 Woodlands and Trees
- 8.3 Community infrastructure levy

Emerging New London Plan

7.4 Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Despite this, in accordance with paragraph 48 of the NPPF substantial weight can be applied to those policies to which the Secretary of State has not directed modifications to be made.

7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

Croydon Local Plan (2018)

7.6 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- 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 Net loss of 3 bed or homes less than 130 sq.m.
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- 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, materials respond to context, services, appropriate roof form.
- DM10.8 Landscaping.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.
- DM13.2 Ease of collection.
- 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 – c) SUDs.
- SP6.6 Waste management.
- DM18: Historic Assets and conservation
- DM25: Sustainable drainage systems.
- 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.

- SP8.17 Parking standards in low PTAL areas.
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.
- DM40: Kenley and Old Coulsdon

Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- DCLG – Technical Housing Standards - Nationally Described Space Standards (NDSS)
- National Planning Practice Guidance
- Suburban Design Guide SPD (April 2019)

The Suburban Design Guide SPD provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The guide sets out how residential development, including extensions and alterations, in neighbourhoods across the borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.

With a growing population there is a necessity to build more homes and Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the Croydon Local Plan 2018 with one third of these units through the delivery of development on windfall sites.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues relate to:

1. Principle of development
2. Townscape/visual impact/character of the area
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability, flooding and environment

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

- 8.3 The site is located within an existing residential area. The application proposes four houses which would optimise the use of the site providing additional homes within the borough, which the Council is seeking to promote.
- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more and 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 130sq.m. The existing bungalow only has two bedrooms but is below 130m². As two of the replacement units are below 130m² this is considered acceptable. all four proposed homes are 3-bedrooms or larger and so the proposal makes a good contribution to the need for family homes.
- 8.5 London Plan (2016) policy 3.4 outlines what it considers to be appropriate density of development based on urban type and PTAL rating. The London Plan outlines that this table should not be used mechanically. This policy should also be used with some caution as it is proposed to be removed under the Draft London Plan. The site area of the site is 0.15ha. The density of the development would be roughly 126hr/hectare, with the London Plan (2016) recommending a density for Suburban Location with PTAL of 0 to 1 of 150 to 200 hr/hectare. The London Plan density matrix is a guide and cannot be used as a prescriptive measure.

Townscape and Visual Impact

- 8.6 The London Plan Policy 3.4 seeks to optimise housing output taking into account local character, and Policies 7.4 and 7.6 require high quality architecture which contributes to the local architectural character. Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently and seek to achieve a minimum height of 3 storeys for all new buildings. New development is required to respect the development pattern, layout and siting; scale, height, massing and density; and the appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located. It is important that developments draw on their local context to evolve the local character in a way which efficiently uses land.
- 8.7 The Suburban Design Guide sets out three broad approaches when responding to local character:
- Innovative and original
 - Contemporary reinterpretation
 - Sympathetic and faithful.
- 8.8 It is proposed to erect 2 detached houses and 2 semi-detached houses which would be contemporary in style however the scheme incorporates features found in the locality.



Above: illustrative image of the proposed houses



Above: Street scene

8.9 The houses would be two storeys and incorporate dormer extensions



Unit 1



Unit 2



Unit 3



Unit 4

8.10 The surrounding area is characterised by predominately detached and semi-detached properties varying from single to two storey dwellings with no. 9 Kearton Close and 4 and 5 Cadogan Place two storey houses and 7 Kearton Close and 2 Lovelock Close bungalows. The proposal is therefore appropriate in terms of its massing.



From Kearton Close (facing the site)



From Gadogan Place (facing the site)

- 8.11 The proposed houses would be set back from the pavement with some car parking to the front, an area would be provided near the front boundary for refuse on collection days (See site plan in 3.1 above). Given the siting and orientation of the proposed houses, it is considered the proposed development would not have an impact on the rhythm of the street scene (corner aspect of the site). The siting, scale, massing, design, orientation and separation between the proposed development and the neighbouring properties would not result in an overcrowded/cramped form of development/overbearing appearance but is considered would be sympathetic to local character and would therefore be acceptable in terms of its impact on the character of the area.
- 8.12 It is proposed to use red stock bricks with clay roof tiles and black painted timber cladding. The houses would have a sedum roof. Full details of the materials would be secured by condition. Soft landscaping would also be provided which would help the development integrate with the existing close and provide a buffer for future occupiers. These can be secured by condition.
- 8.13 Given the site is within a residential area and the proposal is to replace a bungalow with four houses, it is considered the proposal would not have an undue impact on the community.

Housing Quality for Future Occupiers

- 8.14 The proposed dwellings should be designed in line with the standards set out in the Nationally Described Space Standards (NDSS) and the London Plan Housing SPG, particularly with regard to minimum floor space standards (including minimum sizes and widths for rooms/storage).
- 8.15 The standards require a 5 bedroom (8 person) unit over two floors to have a gross internal floor area of 128m² with 3.5m² built in storage (a 9 person unit is not shown). A 4 bedroom (7 person) unit over two floor should have a gross internal floor area of 115m² with 3m² built in storage. A 3 bedroom (4 person) unit over two floors should have a gross internal floor area of 84m² with 2.5m² built in storage and a 2 bedroom (3 person) unit over two floors should have a gross internal floor area of 70m² with 2m² built in storage.

- 8.16 The proposed houses would meet the Technical standards and provide a good standard of accommodation in terms of layout and daylight. It should be noted a bedroom/study has been shown on the ground floor of unit 2. This room is over 7.5m² and therefore classified as a bedroom (with a single bed), this unit has therefore been considered as a 3 bedroom unit. Concern has been raised regarding the outlook for future occupiers. Whilst part of the window within the rear dormer extensions would include louvres, it is considered the development would provide a good standard of accommodation for future occupiers.
- 8.17 With regard to external amenity space, the London Housing SPG states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional occupant. Each of the units would have their own private amenity space with garden areas in excess of the size requirement. It is therefore considered there would be an adequate provision of amenity space for future occupiers.
- 8.18 Each of the units would have step free access. The London Plan requires 10% of new build housing to be wheelchair user dwellings (M4(3)) and the rest to be M4(2). Unit 3 has space available for a lift to be installed in line with the building regulations and the others can meet the M4(2) standard. This is considered acceptable.
- 8.19 A cycle store would be provided in the rear garden of each of the units. This is considered acceptable. It is recommended to secure details via condition.
- 8.20 A refuse area would be provided in the garden of each unit. This should be provided in a covered, lockable store. It is recommended to secure details via condition.

Residential Amenity for Neighbours

- 8.21 The London Plan 2016 Policy 7.6 states amongst other things that development should “not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy DM10.6 states the Council will not support development proposals, which would have an adverse effects on the amenities of the occupiers of adjoining buildings and Suburban Design Guide SPD states extensions should not negatively impact upon neighbouring properties.
- 8.22 The site plan bellows shows the 45 degree line from no. 7 Kearton Close



Site Plan

8.23 No. 7 Kearton Close has windows in the side wall of their property as can be seen in the photo below. Whilst no. 7 is a bungalow, it has accommodation on the ground floor and within the roof area. The two windows at roof level along the side appear to be high level windows which serve bedrooms. No. 7 also has an eyebrow dormer feature on the roof and rooflights on the front elevation. The ground floor window at the side serves a family/dining room with windows also in the rear elevation.



Photos: Front of no. 7 Kearton Close Side elevation of no. 7 from the application site

8.24 Whilst it should be noted that the SDG indicates that little protection should be given to side facing windows, some of the side facing windows are principle room windows with no other windows serving those rooms. The nearest building proposed has been set further back into the site so that it is not opposite the side elevation of no 7, therefore minimising the impact on light and outlook. This proposed building also

does not cut a 45° angle in plan and so would not significantly effect the rear windows.

8.25 No. 9 Kearton Close sits forward of no. 8 in the street scene and is a two storey house with a single storey rear extension. No. 9 has a side facing window. There is high natural screening along the side boundary obscuring views through to no. 9. The nearest house would be approximately 12m from the rear elevation and at an angle of approximately 45°. It therefore would have a minimal impact on that property.



Photo: No. 9 Kearton Close



Side boundary with no. 9 Kearton Close

8.26 Nos. 4 and 5 Cadogan Place are two storey houses which face each other across Cadogan Place and whose side elevations face towards the site. No 4 has a side facing window which planning records shows serves an en-suite.



Photos: Nos. 4 and 5 Cadogan Place



Looking at no. 4 from the application site



Looking towards no. 5 from the application site.

- 8.27 The proposed development would be in close proximity to the side of nos. 4 and 5 Cadogan Place. The nearest unit would be positioned in front of the front elevations of both properties and so would not lead to significant overlooking or other impacts. An amended drawing has been received showing the larger dormer extension to unit 1 at the rear would be part louvre in order to minimise direct overlooking. The dormer extensions facing Cadogan Place of unit 3 would also be part louvre in order to minimise direct overlooking. It is recommended to condition details of the louvres in order to ensure this minimises overlooking also for a condition to be attached for hard and soft landscaping details to be submitted which would also assist, with mitigating against undue harm to these properties.
- 8.28 No. 2 Lovelock Close is a detached bungalow. There is high natural screening at rear which obscures views from the application site to no. 2. One of the trees would be removed, however it is proposed to replace this tree. Unit 4 would be set approximately 30m from the rear of no. 2 Lovelock Close (approximately 21m from the rear of unit 4 to the rear boundary). It is considered unit 4 would be of sufficient distance to not have a detrimental effect on the amenities of no. 2.
- 8.29 Officers are satisfied that the development would not have a significant impact in terms of noise and disturbance and would not introduce sufficient harm to substantiate a sustainable reason for refusal (in view of the current policy position). The Council do however have a code for construction sites "Code of Practice on the Control of Noise and Pollution from Construction Sites" which would be placed as an informative (in the event planning permission is granted) and a Construction Logistics Plan to be submitted as a pre-commencement condition.

Access and Parking

- 8.30 Policies 6.12 and 6.13 of the London Plan (Consolidated with Alterations Since 2011) seek to ensure that the road network is safe for all while ensuring that an appropriate level of parking is provided in new developments. Policy SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travel and parking standards. Policy DM29 of the Croydon Local Plan 2018 – Promoting sustainable travel and reducing congestion. (b) Have a positive impact and must not have a detrimental impact on highway safety for pedestrians, cyclists, public transport users and private vehicles. In 10.29 "All development has an impact on traffic movement in the borough. In order to reduce impact on traffic movement the Council will require new development to promote measures to increase the use of public transport, cycling and walking. Policy DM30 – Promoting sustainable growth and reducing impact of car parking in new development.
- 8.31 The site is located within an area with a PTAL rating 0 which indicates a very poor level of accessibility to public transport links. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that

up to 1.5 spaces per unit being provided for 3 bedroom properties and less than 1 space for smaller properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 5.5 spaces

- 8.32 The proposal is for 4 houses. Six parking spaces would be provided therefore the scheme would provide an acceptable level of parking.
- 8.33 Kearton Close is not a classified road. It is proposed to modify the access which would be widened to 4.1m to facilitate the simultaneous entry and exit of standard sized vehicles in a safe and convenient manner. Given the siting of the access on the road network in a corner location, this is considered acceptable. There is a lamppost on the pavement which would need to be re-located. It is considered this can be secured via condition (highways condition).
- 8.34 The Transport Statement states a minimum of two car parking spaces would be provided with electric vehicle charging points. It is recommended for this to be secured via condition.
- 8.35 With regards to highway safety, being a cul de sac vehicles are generally travelling slowly. The proposal would not result in a significant increase in traffic and would not significantly impact on highway safety.
- 8.36 Cycle stores would be provided in each garden. The number of spaces is considered acceptable. Details in relation to cycle provision/storage would be secured via a condition.
- 8.37 Each of the units would have refuse facilities. A collection point would also be located adjacent to the front boundary for collection days. The drag distance should not exceed 30m. It is recommended for details of refuse to be secured via condition.
- 8.38 The Council's Highway's and Environmental Health teams have assessed the initial Construction Environmental Management Plan. Concern has been raised regarding the proposed route for construction vehicles. It is considered a suitable route can be achieved and therefore this can be dealt with as part of the pre-commencement condition for the CLP. Environmental Health matters would be placed as an informative.
- 8.39 Highways have recommended for the applicants attention to be brought to highway matters. It is considered these can be dealt with by way of a condition/informative.
- 8.40 With regards to emergency vehicles, the Transport Statement (Rev A) states that a hose would not be long enough to reach the furthest property. However it states sprinklers would be installed in all the proposed units. This is acceptable and the details would be controlled by the Building Regulations.
- 8.41 Weighing all highway matters, it is considered the proposed development would not have a detrimental impact on the highway network.

Trees, Landscaping and Ecology

- 8.42 Policy 7.21 of the London Plan states “Trees and woodlands should be protected, maintained, and enhanced” and DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the borough’s woodlands, trees and hedgerows.
- 8.43 The site is not covered by any Tree Preservation Order. A Tree Survey has been submitted for assessment in line with BS5837. The quality/retention categories of ‘A - high’, ‘B - moderate’ and ‘C - low’ being attributed to trees/tree groups.
- 8.44 The development would result in the loss of two trees (Category “C” grade trees) and scrub vegetation. The remainder of the trees would be retained. In accordance with Local Plan Policy DM10.8, a comprehensive landscaping scheme needs to be provided to compensate for the loss of the existing trees. The Tree Survey states a 1:1 replacement for the trees to be removed. Given the number of trees to be retained and replacement trees for the two trees to be removed, this together with a suitable landscaping scheme, is considered acceptable. It is recommended for the Tree Survey/Tree Protection Plan, to be secured via condition and the replacement trees and landscaping to be secured via condition.
- 8.45 The applicant has provided a Preliminary Ecological Appraisal Report which has been reviewed by the Council’s Ecological consultant. The consultant has advised there is sufficient ecological information available to determine the application and that if development occurs in accordance with the Appraisal the impact would be acceptable. It is recommended for the mitigation measures identified in the report to be secured via condition and implemented in full. No enhancement measures have been included and therefore it is recommended for a Biodiversity Enhancement Strategy to be secured via condition prior to slab level.
- 8.46 A landscaping condition would also be imposed in the event planning permission is granted. This would also encourage biodiversity.

Environment, Flooding and Sustainability

- 8.47 SP6.4 of the Croydon Local Plan 2018 - To ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding.
- 8.48 Representations have been received in respect of impact flooding/impact on utilities/poor drainage/ sewers/mains.
- 8.49 A Flood Risk Assessment and SUDs Strategy has been submitted for assessment. The site falls within a Critical Drainage Area and Source Protection Zone, Zone II (the outer protection zone). The fowl sewage would use the mains sewer. It is proposed to attenuate runoff via the use of green roofs coupled to both underground

attenuation storage tanks and a permeable paving sub-base which covers the area of the proposed shared road and parking area. The SUDs strategy is subject to detailed design and further ground investigation works will need to be carried out to determine the infiltration rate into the chalk. It is recommended for a condition to be attached for further details of SUDs to be submitted prior to the commencement of any above ground works and a condition for details of the sedum roof/flood resistance and resilience measures to be submitted prior to any above ground works

- 8.50 Conditions can be attached to ensure that the mains water consumption would meet a target of 110 litres or less per head per day and 19% emissions. This is considered acceptable.
- 8.51 A condition would be attached for a Construction Logistic Plan to be submitted prior to the commencement of the development. It is also recommended for an informative on the decision for the applicants to carry out the works in line with the Council's code for construction sites.
- 8.52 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 Borough, such as local schools.

Conclusions

- 8.53 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a contemporary reinterpretation of the traditional dwellings found in the area. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would not have a significant effect on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on highway safety and the highway network. The loss of existing trees on site would be mitigated by suitable landscaping/replacement tree planting. The proposal is considered to accord with the relevant policies.
- 8.54 Whilst it is acknowledged there are other developments nearby, each application is judged on its own individual merits.
- 8.55 All other relevant policies and considerations, including equalities, have been taken into account.