

## PLANNING COMMITTEE AGENDA

### PART 6: Planning Applications for Decision

### Item 6.1

#### 1 SUMMARY OF APPLICATION DETAILS

Ref: 21/00338/FUL  
Location: 116 Reddown Road Coulsdon CR5 1AL  
Ward: Coulsdon Town  
Description: Demolition of existing dwelling and erection of two 3 storey terraced blocks comprising 8 3 bedroom dwelling houses with associated access, 8 parking spaces, cycle storage and refuse store at 116 Reddown Road, Coulsdon, CR5 1AL  
Drawing Nos DX01-S2-100, DX01-S2-101A, DX01-S2-102, DX01-S2-103B, DX01-S2-104B, DX01-S2-105C, DX01-S2-106C, DX01-S2-107C, DX01-S2-108C, DX01-S2-109C, DX01-S2-110A, DX01-S2-111, DX01-S2-112A, DX01-S2-113A, DX01-S2-114 and DX01-S2-115, aLyne Preliminary Ecological Appraisal and Preliminary Inspection, aLyne ecology Bat Survey Report (25/06/2019), Part M4 (2) Statement, BS5837 Arboricultural Report Impact Assessment and Method Statement 18 January 2021, Fire Strategy Statement, Design and Access Statement, CEC Transport Statement July 2021, Flood Risk Assessment, Surface Water and SuDS Assessment

Applicant: Mr Haris Constanti  
Case Officer: Jedd Goodwin-Roberts

	2-bed	3-bed	3-bed +		Total
<b>Existing</b>			1		
<b>Proposed</b>			8		8

*All units are proposed for private sale*

Number of car parking spaces	Number of cycle parking spaces
4 parking spaces	8 Car parking spaces and 16 cycle spaces (2 per dwelling)

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

- A financial contribution of £12,000 for sustainable transport improvements and enhancements.
- Restriction on future parking permits

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 Submission of tree protection details for approval
- 4 Removal of permitted development rights for extensions
- 5 Compliance condition for materials shown on approved plans
- 6 Window details to be submitted for approval prior to any above ground work.
- 7 Hard and soft landscaping to include biodiverse planting
- 8 Car parking to be provided as specified
- 9 Details of electric vehicle charging point to be submitted prior to occupation
- 10 Construction Logistics Plan to be submitted prior to commencement (including demolition)
- 11 Details of site specific SuDS to be submitted prior to any above ground works
- 12 19% Carbon reduction
- 13 110 litre Water usage
- 14 All units to meet M(4)2 standard with one units meeting M(4)3.
- 15 In accordance with the submitted Arb report
- 16 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 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:

- Two rows of four terraced town houses (3 stories in height, inclusive of accommodation in the roof). Each dwelling comprises of 3 bedrooms (3 bedroom 6 person units)
- Each dwelling would have storage for two bikes each
- 8 parking spaces provided (1 per dwelling)
- Refuse storage/collection point to the front of the site
- Hard and soft landscaping proposed
- Separate vehicular and pedestrian access points



CGI of the front elevation of the site as viewed from Reddown Road, Coulsdon



Site Layout for the development of 116 Reddown Road, Coulsdon

### **Site and Surroundings**

- 3.1 The application site is broadly square in shape with an access route leading into the site. The site is located off the culdesac of Reddown Road on the southern end of the street. The application site measures approximately 1276.2m<sup>2</sup>. There are a number of trees on the site. To the south of the site outside of the boundary line is a woodland area which divides the application site and a small estate accessed via Ashbourne Close.
- 3.2 The application site comprises of a mid-century detached bungalow with accommodation within its roof space. The dwelling is positioned to the south west of the plot. To the front is an area of hard standing and to the south and east of the site is the plots garden areas.
- 3.3 The surrounding area is predominantly residential in nature, broadly comprising of detached and semidetached properties. With the exception of properties to the south of the the cul-de-sac, properties generally follow a similar pattern of development. The properties to the south of the end of the cul-de-sac are irregularly placed within their plots. Land levels gently fall towards the south.

- 3.4 The application site is in flood zone 1. It is at very low risk of fluvial/sea/surface water flooding. The application site has a PTAL of 1a (very poor) and is within a controlled parking zone which is operational Monday-Friday 11am-12pm. The site does not fall within a conservation area nor are there any protected trees within the site although TPO no 12, 1968 is an area order which protects trees to the rear of the site



*Aerial View of 116 Reddown Road, Coulsdon*

### **Planning History**

19/02781/PRE - Demolition of existing dwelling and replacement with a single block of apartments which contains 10 apartments and 3 houses. With associated access, parking spaces for 13 cars, cycle storage and refuse store. Largely supported at pre-planning application stage

20/05076/FUL - Full planning application for the demolition of a single-family dwelling and erection of 3 and 4 storey blocks, containing 3 x 4 bedroom terraced Houses and 2 x 1-bedroom, 3 x 2 bedroom , 4 x 3 bedroom and 1 x 4 bedroom Apartments in total 13 Units with associated access, 13 parking spaces, cycle storage and refuse store at 116 Reddown Road, Coulsdon, CR5 1AL. Withdrawn

#### 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

##### Place Services (Ecology Consultant)

- 5.1 Place services advised that the submitted reports were satisfactory and recommended conditions relating to biodiverse planting.
- 5.2 The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

#### 6 LOCAL REPRESENTATION

- 6.1 A total of 16 properties were consulted. 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: 290    Objecting: 289    Supporting: 1

- 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 Sections 8.5-8.13

<p>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/Housing type</p>	<p>Addressed in Sections 8.5-8.13</p>
<p>Poor outlook for future occupiers caused by the development, distances and location of bin stores</p>	<p>Addressed in Sections 8.14-8.17</p>
<p>Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance/Loss of View/Noise during construction</p>	<p>Addressed in Sections 8.18-8.23</p>
<p>Access/Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase traffic/congestion/access/ hazard/ insufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles.</p> <p>Poor pedestrian access.</p> <p>No street lighting</p> <p>No electric vehicle charging</p> <p>Pressures during construction</p>	<p>Addressed in Sections 8.24-8.29</p> <p>A Construction Logistics Plan is suggested by condition</p>
<p>Detrimental impact on trees and hedgerows, mature vegetation and garden land/removal of green infrastructure/ Impact on natural habitat, wildlife and animals</p>	<p>Addressed in Sections 8.30-8.31</p>
<p>Flooding/impact on utilities/poor drainage/ sewers/mains</p>	<p>Addressed in Sections 8.32 – 8.36</p>
<p>Lack of infrastructure/local services</p>	<p>Addressed in Sections 8.32 – 8.36</p> <p>The development would be liable for CIL which would make a</p>

	contribution to local services and infrastructure
Impact on property value  'Backhanders to help out the council'	Not a material consideration

6.3 East Coulsdon Residents Association have objected to the proposal raising the following concerns:

- Access concerns with regards to emergency services
- Design and scale out of character within the surrounding area
- Traffic generation and cars parking onto Reddown Road
- Overlooking of neighbouring properties
- Concerns with surface water
- Lack of social infrastructure particularly in the southern geographic regions of Croydon

6.4 Coulsdon Town Ward Councillor Luke Clancy has referred the application to planning committee on the grounds of overdevelopment.

## **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), London Plan (2021) 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 (2021) raised by the application that the Committee are required to consider are:

- Policy D4 Delivering good design
- Policy D3 Optimising site capacity through a design led approach
- Policy D6 Housing quality and standards
- Policy G5 Urban greening
- Policy H1 Increasing housing supply
- Policy H2 small sites
- Policy H10 Housing mix size
- Policy SI 13 Sustainable drainage

- Policy T5 Cycling
- Policy T6.1 Residential parking

#### Croydon Local Plan (2018)

7.4 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.

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 eight family sized homes 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. The proposed development would provide 8 new homes of three bedrooms and so makes a good contribution to the supply of additional family homes in principle the proposed development is considered to be acceptable.

## **Townscape and Visual Impact**

- 8.5 London Plan Policy D3 and D4 seeks to optimise housing output taking into account local character and optimising site capacity through a design led approach. In doing so developments are required to demonstrate high quality architecture and a high quality site layout that contributes to the local character and patterns of development in addition to optimising site capacity. 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.
- 8.6 The Suburban Design Guide sets out three broad approaches when responding to local character:
- Innovative and original
  - Contemporary reinterpretation
  - Sympathetic and faithful.
- 8.7 The proposed development is designed as a modern terrace and as such it is a reinterpretation of a traditional design form. Terraces are not commonly found in this part of the Borough and so are slightly at odds with the character of the area. However, this is minimal as it is not uncommon to find terraced properties in suburban areas and the disbenefits in character terms are outweighed by the benefits in providing smaller family homes of a different type to the predominant local housing stock. The terraces are considered to be a high quality form of development that is well designed and proportionate and integrates well into the existing area.
- 8.8 The proposed design and the broad details of the overall material building finish are considered to compliment the materials found within the surrounding areas. The proposal includes gable fronted designs which is a common design feature of the surrounding area. White coloured brick which reflects the extensive white coloured render in the surrounding area, red coloured brick which reflects the reds used in bricks and tile hung features found along Reddown and Westwood Roads, and grey coloured roof tiles which are also evident in the surrounding area. The proposed plans indicate that the windows would be set in circa 100mm and aluminium grey frames are proposed. The roof profile is considered to be slim and there is a slim roof profile on the front gable feature of the properties. Combining the proposed materials and design features the proposal is considered to be of a satisfactory quality in this regard.
- 8.9 The surrounding area is predominantly characterised by detached and semi-detached dwellings, predominantly of an interwar design however there are some mid-century style properties within the immediate area. Predominantly dwellings are two stories, many have gabled front features and additional accommodation within the roof space. There are no examples of terraced

dwellings in the immediate area. However, in this instance this development pattern is considered appropriate. Local Plan Policy Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently. The proposed development layout optimises the development capacity of the site, opting for a linear style development. Owing to the sites location and dimensions, much of the development would not be visible from the surrounding area. The dwellings are set approximately 30m back from the main road with a relatively small 'window' to view the development from the road. Given the constraints of the site with its long access path and limited opening onto the main road, the proposed development would not be harmful to the pattern and established rhythm of development within the area.

- 8.10 The proposed dwellings would be two stories in height plus accommodation within the roof slope. The proposed heights would be a similar height and scale as per the dwellings on the adjacent sites, so the height and scale would not be out of kilter with the surrounding area.
- 8.11 The application dwelling has a large area of hard standing to the front which is poorly landscaped. Properties within the surrounding area generally have their frontages paved over with hard standing of varying materials and qualities. The proposed site plan indicates an area of hard landscaping to facilitate a parking area to serve the development and a refuse store. Surrounding this area the proposal seeks to incorporate hedges, trees and other such soft landscaping measures. This is considered to be an improvement on the rather barren appearance of the existing development plot and helps to reinforce and conserve the suburban environment.
- 8.12 The dwellings would be afforded with generous sized rear gardens. As such, it is considered that the dwellings would thus help to reinforce the suburban environment of Coulsdon. Given the site is within a residential area, the proposed development would not change the use of the site. Therefore the proposal would have an acceptable impact on character and appearance of the wider area. The proposed plans are of an acceptable design and quality.

### **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 Table 3.1 of London Plan Policy D6 requires a three storey, three bedroom six person dwellings to have a gross internal floor area (GIA) of 108 SQM with 2.5 SQM of built in storage. The guidance also outlines that double bedrooms must have a minimum GIA of 11.5 SQM and should have a minimum width of 2.75m for the main double bedroom, reducing to a width of 2.55m for each subsequent double bedroom. Single bedrooms should have a minimum GIA of 7.5m and

should have a minimum room width of 2.15m. These standards are also in alignment with the nationally described space standards (2015).

- 8.16 Local Plan DM10.4 requires a minimum amount of private outdoor space of 5 SQM for a 1-2 person unit and an additional 1SQM per additional occupant. Local Plan DM10.6 states that new developments should provide adequate levels of daylight and sunlight to potential future occupants.
- 8.17 All of the dwellings proposed would meet the nationally described space standards for three bedroom, four person dwellings over three floors. The proposed bedrooms would exceed the minimum GIA and width requirements outlined by London Plan D6. The proposed private amenity area would exceed 10 SQM which would be the minimum amount of private amenity space required by Local Plan DM10.4. The dwellings would be dual aspect. Each room would be served by large windows which would provide a reasonable standard of daylight and sunlight. Consideration has been given to the retention of the trees to the south of the site but given the large proposed windows, dual aspect and separation distances, adequate light and outlook is considered to be achievable. A fire safety strategy plan was also submitted with this planning application. Its details accord with London Plan Policy D12. As such, the proposal would result in an adequate standard of accommodation for future occupiers.
- 8.18 All of the units would meet the M4(2) standard and one home would meet the M4(3) wheelchair dwelling standard and so the proposal accords with policy requirements in this respect.

### **Residential Amenity for Neighbours**

- 8.18 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 that new development should not negatively impact upon neighbouring properties.
- 8.19 The application site is bordered by 114 Reddown to the west and 75 Reddown to the north. To the east the application site is bordered by 96-92 Fairdene Road. To the south is a development along Ashbourne Close and Charlton Gardens.
- 8.20 The proposed development would be set circa 50m away from Charlton Gardens and Ashbourne Close. In between the development and these neighbours is a dense area of woodland. The guidance outlined in the suburban design guide requires developments to be set at least 18m away from facing habitable windows. The proposed distance far exceeds this and given the dense woodland in between, this acts as a buffer to the development and the proposal would therefore not result in undue harm to the residential amenities of this neighbour.
- 8.21 The proposal is not considered to result in undue harm on the neighbouring amenities of properties 96-92 Fairdene. The proposed dwellings would have no windows facing these neighbours. Therefore there would be no overlooking. There would be a separation of 22m between the flank wall of the development and the rear elevation of the properties along Fairdene. Given this spatial

separation, the proposal would not result in the loss of daylight/sunlight to these properties. Owing to this distance, the proposed development would not result in an oppressive form of development and as such would be in general conformity with the guidance outlined in local plan policy DM10.6.

- 8.22 With regards to No.75 Reddown, there would be a spatial separation of 33m between the front elevation of the new dwellings and the flank wall of this building. Given this spatial separation there would be no direct overlooking between facing habitable rooms. This distance is also sufficient to ensure that this neighbour receives no loss of light/outlook as a result of this development. The properties may afford glimpses into the rear communal garden of this flatted block. However, owing to the distance, the proposal is not considered to result in direct overlooking that would result in a loss of privacy to users of this space which is in any case not protected by policy DM10, being communal space.. As such, the proposal is considered to have an acceptable impact on this neighbour.
- 8.23 The proposal is not considered to result in undue harm to the residential amenities of No.114 Reddown which sits to the west of the site. The proposed development proposes no flank windows and as such there would be no views into this neighbours garden. This neighbour splays away to the south west. The proposal is largely in a similar position on the site as the existing property. Given this and given that this neighbour splays to the south west, the proposed development would not intercept any sightlines taken from the rear windows of this property. The development and as such would be in general conformity with the guidance outlined in local plan policy DM10.6
- 8.24 It is acknowledged that with any build there may be slight disturbances and inconveniences for neighbouring properties, it is considered that this would be acceptable and a Construction Logistics Management Plan shall be imposed to ensure neighbouring amenities are protected. In addition, under the Control of Pollution Act 1974, the council has a Construction Code of Practice which sets out when construction and demolition work can occur, and it is not expected that works will be permitted to take place out of these hours. This 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.
- 8.25 Officers are satisfied that the proposed development would not result in undue harm on neighbouring amenity that would justify a reason to refuse planning permission due to the separation distances and the orientation of the development in relation to adjoining neighbours and as such it is considered that the policy requirements of DM10.6 are met.

### **Access and Parking**

- 8.26 London Plan Policies T5 and T6.1 seek to ensure 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 as does DM29.

- 8.27 The application site is located in a poor area of public transport accessibility with a PTAL rating of 1a, which indicates poor level of accessibility of 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. This is the maximum standard. The proposal would achieve one parking space per dwelling which would fall within the maximum standards outlined in table 6.2 of the London Plan and it is often not desirable to provide the maximum amounts of parking given the thrust of both documents being to promote sustainable modes of transport and reduce use of the private car. However, each dwelling would be afforded with one vehicle parking space and cycle parking.
- 8.28 The nearest station is Coulsdon South Station which is 0.8km away from the site. Despite the relatively low PTAL, the application site is within 1 km of a railway station and there are various bus tops within 0.6km which provides services to nearby towns including Sanderstead, Selsdon, South Croydon, Purley and Croydon. As such, the transport accessibility is adequate and as such, whilst the development has not provided the maximum standard, each dwelling has its own parking space and the transport connections within the immediate area are sufficient for this type of development.
- 8.26 The proposal seeks to utilise the existing cross over into the site. A separate pedestrian footpath is shown as delineated between the public footpath and the footpath within the site. This is considered acceptable. To ensure that pedestrian sightlines are improved a condition will be conditioned to ensure that treatment does not exceed 0.6m in height to ensure visibility sightlines are maintained for vehicles and pedestrians.
- 8.27 8 parking spaces are provided on site and within the submitted transport statement swept paths diagrams have been provided. The details of which are considered appropriate. Submitted with the planning application was a parking stress survey. It indicates parking stress is relatively low within this area and that most properties have off street parking. The parking survey was conducted in early September 2020 during Corona Virus Lockdown Restrictions. During this time much of the country was encouraged to stay at home. As such, theoretically this should have demonstrated the worst case situation with regards to oversaturation of on-street parking. However the survey indicated that there were low levels of stress – around approximately 12.5%. Therefore this survey is considered to be acceptable in this regard. Upon approval as part of the section 106 an agreement shall be implemented to remove access to resident parking permits.
- 8.27 The details submitted include acceptable refuse storage collection. The refuse store is within 20m from the kerb side of Reddown Road and as such would be an acceptable drag distance for refuse operatives to collect refuse from the application site. The furthest most dwelling from the refuse store would be unit 8. The maximum drag distance for a house to transport their waste to a refuse store is 30m. The proposed distance is 31m. This exceeds the standard by 1m, however this is a small deviation from the standard and on balance this would

not be overly noticeable by future occupiers and is therefore considered acceptable in this instance. The refuse store by reason of its design and position is considered acceptable in this location. Further details will be secured by condition. The proposed cycle stores for each house is also considered acceptable. Further details will be secured by condition.

8.28 Amongst other things, a section 106 agreement is recommended to secure a sustainable transport contribution of £12,000 to promote sustainable travel contributions in the local area. A section 278 agreement will be required for any changes to the public highway at a cost to the developer.

8.29 A condition survey of the public highway will be requested prior to any works on site. A demolition and construction logistics plan will also be conditioned.

### **Trees, Landscaping and Ecology**

8.30 Policy G7 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. Local Plan Policy DM10.8 e states that in exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi mature trees of a commensurate species, scale and form;

8.31 The councils ecology consultant raised no objections to the proposal and the submitted ecology report was considered appropriate for the protection of protected and priority species and habitats subject to the imposition of conditions.

8.32 No objections are raised with regards to the details outlined in the Arboricultural report. One category C tree is being removed and there would be minor incursions into RPAs and minor works to other trees. Conditions are recommended to ensure compliance with the tree survey and protection measures outlined and a replacement planting scheme can be secured through the landscaping scheme

### **Environment, Flooding and Sustainability**

8.32 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.

8.34 The application site falls within flood zone 1 which means it is at a low probability of fluvial flooding. The site is at a very low risk of surface water flooding.

8.35 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.

8.36 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**

8.37 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a modern interpretation development, relating well with 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 proposal is considered to accord with the relevant policies.

8.38 Whilst it is acknowledged there are other developments nearby, each application is judged on its own individual merits.

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