

## PLANNING SUB COMMITTEE AGENDA

### PART 5: Planning Applications for Decision

### Item 5.1

#### 1 SUMMARY OF APPLICATION DETAILS

Ref: 20/05181/FUL  
Location: Land R/o 90 Welcomes Road, Kenley, CR8 5HE  
Ward: Kenley  
Description: Erection of 3 dwellings on hard surface tennis court.  
Drawing Nos: CGI Perspectives 1,2 and 3, 19-24-01, 19-24-02, 19-24-03, 19-24-04, 19-24-11, 19-24-12, 19-24-14, Arboricultural Report, Drainage Report, Planting Specification/Maintenance Programme, Preliminary Ecological Appraisal Survey, Design and Access Statement, Highway Statement,  
Applicant: Mr G Skipper  
Case Officer: Jedd Goodwin-Roberts

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

*All units are proposed for private sale*

Number of car parking spaces	Number of cycle parking spaces
6 parking spaces	0

- 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 prior completion of a legal agreement to secure the following obligations:
- Financial contribution of £6,000 to sustainable travel
- 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. Compliance condition regarding materials
4. Window condition to be submitted for approval prior to any above ground work.
5. Tree Survey/Tree Protection Plan to be conditioned
6. Full details of cycle store and bin stores to be submitted prior to occupation
7. Details of electric vehicle charging points to be submitted prior to occupation
8. Car parking to be provided as specified
9. Full details of cycle and refuse stores to be submitted prior to occupation
10. Construction Logistics Plan to be submitted prior to commencement (including demolition)
11. Prior to commencement, details of sustainable drainage to be submitted and approved
12. Prior to occupation, full details of soft and hard landscaping, including lighting and retaining walls to be submitted and approved
13. Detailed design of fire safety measures
14. 19% Carbon reduction
15. 110 litre Water usage
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

2.4 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

#### 3.1 The proposal comprises the following:

- The erection of three terraced dwellings to the north west of 6 town houses approved under reference 20/00331/FUL
- Each dwelling would be afforded with two car parking spaces and cycle storage located in the rear of each garden.
- The development proposes to use the access road and turning head approved under 20/00331/FUL. Minor alterations to approved parking.
- Refuse storage and collection provided to serve the three dwellings.



Figure 1 Proposed site plan (showing approved scheme to south)

## Site and Surroundings

- 3.2 Whilst addressed Land to the Rear of 90 Welcomes Road, the application site itself is located on the northern side of Uplands Road. The existing site comprises of a hard surface/tennis court area and this forms part of a wider site which currently is being redeveloped to provide a terrace of 6 town houses. The site is itself an anomaly in the wider area. It has a backland location, situated behind existing houses that front Uplands Road and Welcomes Road. Land levels within the site fall from the road level (being Uplands) towards the rear of the site. There is a limited view of the house and the site from public vantage points, with the exception of the vehicular access.
- 3.3 There are no specific local plan policy designations related to the site itself. The site is located within an area with a PTAL of 0 which is very poor. The site falls within an area at low risk of surface water flooding and a site that is not at risk of ground water flooding.
- 3.5 The surrounding area is residential in nature, comprising primarily of detached dwelling houses. Nearby properties 37/39/41 Uplands Road comprises of a Locally Listed Building.



Figure 2 Existing site plan and aerial photo

## **Planning History**

- 3.7 The subsite itself has no planning history, however the proposed land is to be incorporated within land that has recently been approved planning consent for the erection of 6 terraced town houses with parking and amenity provision under planning reference 20/00331/FUL
- 20/00331/FUL - Demolition of existing dwelling and attached garage. Erection of 6 town houses and associated parking and access road. Approved with conditions and section 106 agreement
  - 19/03323/FUL – Demolition of existing dwelling and erection of 8 No 2-bed and 1No.3 bed apartments with associated parking, refuse store and landscaping. Withdrawn 10/05/2019
  - 19/03193/PRE Proposed demolition of existing dwelling and attached garage and erection of 9 flats (2X2 bed/ 5X3 bed and 2X4 bed) 18 parking spaces/9 charging points/1 disabled/18 cycle storage spaces.

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

- The principle of residential development on the site is acceptable;
- The proposal creates 3 family sized units
- The proposed development occupies a backland plot and as such has no adverse impact on the wider visual amenities of the area
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions
- 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.

## **6 LOCAL REPRESENTATION**

- 6.1 Neighbouring properties adjacent to the property have been consulted. A site notice was also publicised on the 16<sup>th</sup> October 2020.

A total of 14 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: 32    Objecting: 32    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 Sections 8.6-8.17
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 Sections 8.6-8.17
Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance	Addressed in Section 8.2408.28
<p>Access/Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase traffic/congestion/access/ hazard/ in-sufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles.</p> <p>Poor pedestrian access.</p> <p>No street lighting</p> <p>Pressures during construction</p>	<p>Addressed in Section 8.29-8.33</p> <p>A Construction Logistics Plan is suggested by condition</p>
Detrimental impact on trees and hedgerows, mature vegetation and garden land/removal of green	Addressed in Section 8.34-8.39

infrastructure/ Impact on natural habitat, wildlife and animals	
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
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
This development may allow to set a precedent that could lead to future developments	Each application is judged on its own individual merits.
Rights to light/loss of a view	These are not planning considerations

## 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 2021. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

### London Plan 2021

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design

- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI12 Flood risk management
- SI13 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

#### Croydon Local Plan (2018)

7.6 The 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 backland development land within an existing residential area. The application proposed three family sized dwellings 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. Each dwelling would exceed 3 bedrooms and as such would accord with this policy requirement.

### **Townscape and Visual Impact**

- 8.5 The London Plan seeks to optimise housing output taking into account local character, and promotes 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.
- 8.6 Croydon Local Plan Policy DM10.1 states that proposals should achieve a minimum height of 3 stories whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.

8.7 The Suburban Design Guide sets out three broad approaches when responding to local character:

- Innovative and original
- Contemporary reinterpretation
- Sympathetic and faithful.



Figure 3 Proposed site layout

8.8 The site as aforementioned forms part of a site previously granted consent for residential development. The proposed development site is itself an anomaly within the wider area. The wider site is a backland location, situated behind houses that front Uplands Road and Welcomes Road, approximately 80m from the road. The land levels fall from the road level to the northern end of the site. The site has limited visibility from the public realm, with the exception of the vehicular access. It is noted that works have commenced on site for the development of the previous onsite approval for the 6 town

houses and the previously consented access to the site. The proposed site layout of the new houses is considered to integrate well within its surroundings of an enclosed residential development. The dwellings in their position relate well to the recently approved dwellings, but also have a significant spatial separation from properties along Welcomes Road. As such, the development is considered to respect the established urban grain within the immediate locale.



*Figure 4 Photos of site access from Uplands Road.*

8.9 It is proposed to erect a row of three terraced houses that are two stories with accommodation within the loft space and have a lower ground floor. They would appear from the front as two storeys with a pitched roof but from the rear as three storeys with a pitched roof. The houses would have a southerly facing frontage, facing towards the front of the site (towards Uplands Road). The proposed houses would be positioned over 80m from uplands road. Given this, and given that the dwellings would sit lower than the previously approved scheme on the site, the dwellings would sit lower than the buildings at 37-41. Given the land levels, separation distances, the proposed building would at best have a limited visual presence from Uplands Road, it would not be visually prominent. The land would be built up in parts, but this would not result in the proposal being unduly prominent.

8.10 Number 37-41 Uplands Road is a Locally listed Building. The proposed development would be screened by the recently approved development and would be set 65m away from this building. It is considered that in this instance, given the new development acting as a buffer and a significant spatial separation, the proposed dwelling would not materially harm and affect the locally listed building.

8.11 The site is situated to the rear of houses fronting onto Welcomes Road. The eastern boundary of the site is set approximately 79m away from Welcomes Road. The houses along this stretch of Welcomes Road are single storey and therefore given

the site is situated on higher land levels than Welcomes Road the eastern edge of the site would be visible. However, the dwellings would be set back over 70m from Welcomes Road, it is therefore considered that given the significant spatial separation between the application site and Welcomes Road, the proposal would not be unduly prominent in the Welcomes Road street scene.

- 8.12 The houses are arranged as a terrace row and would comprise of three stories of accommodation with accommodation contained within a lower ground floor/basement and accommodation distributed over a ground floor and first floor with a third storey contained within the roof space. Whilst this housing typology is not typically found within the surrounding area, the previously approved development comprises of a three/four storey development. The proposed scheme would sit subserviently in relation to the previously approved scheme. The proposed development would respect the wider development when read holistically as a residential enclave. Notwithstanding this, it is also considered that given the sites' backland location and spatial separation from Welcomes and Uplands Roads, in this instance it is not considered that the development would have a harmful impact on the character of the area. It is noted that within the immediate locale there are a number of building typologies, including the extensive Morven house retirement home on the southern side of Uplands Road. Given this, the proposed development is considered to contribute to the varied typology within this area and so the development is considered appropriate in this regard. The terraced typology allows the development to integrate within the sites topography, which is a challenging feature of the site falling south to north and west to east. The massing and form, stepping down with the topography, gives definition between each home which is a positive feature of the scheme and adds architectural interest.
- 8.13 The proposed building itself has a traditional and strong visual presence that successfully lends itself to the design and appearance of the recently granted scheme. The traditional appearance of the development, as described in the Suburban Design Guide as 'Sympathetic and Faithful' is supported. From the front elevation, it would appear to have two full stories (ground and first floor) with 'clipped hipped' roof and comprises of sash windows, visible lintel and Sills to the windows with further stone banding at the eaves line. The building would have a yellow brick finish. The details contained within the material schedule suggests that white UPVC windows are proposed. Yellow Multi-stock brick, bound gravel,, footpaths to be finished in a light grey block work and road/parking areas in charcoal block paving. These materials were previously discharged on the 6 houses that form part of this development. Given the approval of details on the other 6 houses as part of this development, the proposed material palette is considered appropriate and a compliance condition is recommended.



Submitted CGI detailing of the front elevation.

- 8.14 Each dwelling would have an area of parking proposed for a maximum of 2 cars to the front of the dwellings. There is within the site a refuse storage and collection area. Such features are not particularly attractive features, however they are commonly found on fronting residential properties for practical purposes. Given that these areas face a private access, they would bear no impact on the visual amenities of the wider existing area. As part of the previous approval, landscaping conditions were imposed on the access track within the site. Within the proposed site, there are areas of landscaping proposed on the plan, a suitably imposed landscaping condition will be imposed to ensure a high quality level of hard and soft landscaping will be employed.
- 8.15 A soft landscaping scheme has been submitted as part of the application, including locations, details of species and a maintenance program of the planting. There are however discrepancies between the site plan and the landscaping plan and it does not show lighting to the access which is considered necessary, so a condition is required for further details to be submitted.
- 8.16 Having considered all of the above assessment, officers are of the opinion that the proposed development would create a high quality development that would comply with the objectives of the aforementioned policies with regards to respecting local character.

## Housing Quality for Future Occupiers

- 8.17 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).
- 8.18 The standards require a 6 bedroom (11 person) dwelling over three floors (two plus accommodation within the roofspace and basement) to have a gross internal floor area (GIA) of 134 SQM with 3.5 SQM of built in storage. The NDSS states that a single bedroom should have a GIA of 7.5 SQM for which the width of the room should be at least 2.15m in width. The first double bedroom should have a GIA of 11.5 SQM for which the width of the room should be at least 2.75m in width. All additional double bedrooms should measure 11.5 SQM and should have a width of at least 2.55m.

Unit Number	Standard GIA for a 5 bed home 8 person home	Gross Internal Area SQM	Bed 1	Bed 2	Bed 3	Bed 4	Bed 5	Bed 6/Study	Garden
1	134	218.5	20	13.3	8.5	30.2	12.5	15.5	65 SQM
2	124	262.7	27.44	13.3	9.5	36.39	12.5	18.5	71 SQM
3	134	218.5	20	13.3	8.5	30.2	12.5	15.5	62 SQM

- 8.19 All dwellings exceed the minimum gross internal floor area for the type of bedroom. All bedrooms exceed the minimum requirements outlined in the nationally described space standards.
- 8.20 The dwellings are considered to have an acceptable level of outlook, with views over the rear gardens of the respective dwellings and over the front area. The dwellings are dual aspect and there would be a significant degree of separation between the proposed dwellings and neighbouring dwellings to avoid potential overlooking caused by the development or overlooking caused by existing developments.
- 8.21 Each of the dwellings would be part M3 compliant internally. The ground floor areas of the dwellings would have an accessible bedroom and would have access to the kitchen and washroom facilities. The dwellings would have step free access to the parking areas to the front. The dwellings have been designed to be adapted to enable the installation of a platform lift should future purchasers require this. This would then provide access to the basement area and access to the garden. However, the units are located at the end of the access cul de sac, which has a proposed gradient of 1:10 and so constitutes a ramp under Building Regulations. Given its gradient and length it would not give easy access to those needing to use a wheelchair and so the units would not meet the M4(2) or M4(3) designations.

Whilst policy requires that these are met, it is appropriate to take site circumstances into account (and the Building Regulations includes an allowance for this through designating sites as “steeply sloping” and so therefore not needing to meet all of their requirements). Given that the issue with compliance with standards M4(2) and (3) relate to the levels of the site and that it is undesirable for the land to be significantly built up, from a sustainability, appearance and neighbour impact perspective, and that the units meet the required standard internally and from the parking spaces, this is on balance considered to be acceptable, as it was with the scheme the proposal is served off.

8.22 No details of cycle stores have been provided, however as these are family dwellings with access to a garden, it would be reasonable to ensure cycle storage is provided within the rear garden. It is recommended to secure details via condition.

### **Residential Amenity for Neighbours**

8.23 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.

8.24 The development would be situated a significant distance away from properties along Uplands Road, over 70m as such, this is a significant spatial separation and the proposal poses no adverse harm in this regard.

8.25 No.90 Welcomes Road sits to the east of the application site. The proposed development is not considered to result in undue harm on the neighbouring amenity of this property. The proposed dwelling would be set over 30 metres away from this dwelling. Whilst this property would effectively be a two storey (accommodation in roof) style dwelling and at a higher level, there would be no flank windows that would result in overlooking into this properties rear garden. This property would maintain its privacy as per the existing situation.

8.26 No.86 Welcomes Road sits to the north of the application site. Towards the north of the application site is a dense screen of trees. Given the orientation between the properties and the distance and the dense tree layer, it is considered the proposal would not result in undue harm on neighbouring amenity.

8.27 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**

- 8.28 London Plan Policies 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.
- 8.29 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 4.5 spaces. To the front of each dwelling is an area of hard standing to provide parking for two cars. This is considered appropriate given the site is located within a location of poor public access.
- 8.30 Even though the amount of parking is acceptable, the site is in a low PTAL area. As such, a financial contribution is required to sustainable travel in order to ensure that sustainable travel options can be improved and so that sustainable methods of travel can be promoted. Details of this are included in the recommendation section.
- 8.31 Access into the site was granted under approved application 20/00331/FUL. The access under this application was considered to have adequate visibility splay on Uplands Road. The access track within the site is 5.6m wide which is large enough to enable vehicles to pass one another. The access is adequate for refuse and emergency vehicles to access the site and a turning head is proposed within the site which allowed manoeuvring of such vehicles to enable them to enter and leave the site in a forward gear. A refuse store is provided within the site. It would be within 30m of the furthest most dwelling and 20m of the refuse collection appliance. The site access is sufficient enough to allow a fire appliance to enter into the site.
- 8.32 Cycle storage has not been provided as part of this scheme, however the dwellings have private gardens where a cycle store could be located. As such, details will be conditioned upon approval.
- 8.33 Weighing all highway matters, it is considered the proposed development would not have a detrimental impact on the highway network.

## **Trees, Landscaping and Ecology**

- 8.34 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.

8.35 The site is not covered by any Tree Preservation Order. A Tree Survey has been submitted for assessment in line with BS5837. No Arboricultural objections were raised subject to conditions that works must be conducted in alignment with the Arboricultural report.

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

8.36 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.

8.37 The application site falls within flood zone 1 which means it is at a low probability of fluvial flooding. The environment agency also states that the site is at a low risk of surface water flooding. Therefore the site is not at any risk of flooding. During the planning application, a drainage report prepared by Green Oaks Partnership outlines details of the site specific SUDS measures on the site. It provides details of the existing and proposed drainage of the site and the proposed maintenance plans. The proposal is considered suitable but further details are required for example of drainage to the edge of the access route should the permeable paving design storm event be exceeded and regarding the exact siting of soakaways or alternatives should the ground be unsuitable for them.

8.38 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.

8.39 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.

8.40 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.

### **Other considerations**

8.41 Policy D12 requires consideration of fire safety issues. The development can meet the requirements of this policy. Given the location at some distance from the highway, whilst it appears that a fire appliance can adequately enter and leave the site to fight a fire, a detailed design condition is recommended to secure the detailed design of fire safety measures should an alternative be necessary.

### **Conclusions**

8.42 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 and of a matching design that compliments the previous approval on the site land of 35 Uplands Road. 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 accordance with the relevant polices.

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

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