

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/00239/FUL
 Location: 63 Selcroft Road, Purley, CR8 1AL
 Ward: Purley Oaks and Riddlesdown.
 Description: Demolition of the existing bungalow, erection of a two storey (plus roof and basement), creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping.
 Drawing Nos: 18-P-1, 2, 3, 4, 5, 6A, 8, 9A, 10, 11, 12, 13, 14, 15.
 Applicant: Sterling Rose.
 Agent: Sterling Rose.
 Case Officer: Barry Valentine.

	1B 2P	2B 3P	2B 4P	3B 5P	4B 6P	Total
Existing Provision					1	1
Proposed Residential Mix	2	4	1	2		9

Number of car parking spaces	Number of cycle parking spaces
6 on site car parking spaces	14 on site cycle parking spaces

1.1 This application is being reported to Planning Committee as 22 objections have been received, which is above the threshold set out in the Committee Consideration Criteria and following on from Ward Councillor representation and referral request (Cllr Simon Hoar) in accordance with the Committee Considerations Criteria.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
1. In accordance with the approved plans.
 2. Development to be implemented within three years.
 3. Samples and details (as appropriate) of materials including window frames and balustrades.

4. Details on landscaping including replacement trees, play-space, biodiversity mitigation measures, accessibility, inclusiveness, and boundary treatments (design and privacy).
5. Sustainable Urban Drainage System.
6. Provision of on-site car parking – prior to occupation and permanently retained thereafter.
7. Refuse and cycle store to be built prior to occupation.
8. Ground floor level units to meet M4 (2) accessibility standard.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one active and one passive electric vehicles charging point.
12. Dropped kerb to be installed and pavement reinstated prior to occupation of the development.
13. Obscurely glazed windows on both flank elevations at ground and first floor level.
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Community Infrastructure Levy.
 2. Code of Practice regarding small construction sites.
 3. Highway works to be made at developer's expense.
 4. 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.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Planning permission is sought for demolition of the existing bungalow, erection of a two storey property (including roof and basement accommodation), creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping.

Site and Surroundings

- 3.2 The application site is a detached bungalow located on the west side of Selcroft Road. The property is in use as a single residential property (C3). Selcroft Road slopes relatively steeply (dropping down south to north)
- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached, and are generally two storeys in height.
- 3.4 There are no direct policy constraints identified in the Croydon Local Plan (2018).

- 3.5 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at low risk (1 in 1000 years) from surface water flooding; the road in front of the property however is modelled as being at high risk (1 in 30 years). The site is not deemed to be at risk from ground water flooding.
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 0 (worst).

Relevant Planning History

- 3.7 No relevant planning history for the site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units, including two three bed units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would result in some additional on street parking. However, this would not generate significant levels of parking stress. The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development would not cause unacceptable harm to visual amenity of trees.
- The proposed development subject to conditions would not have an adverse impact on flooding.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

- 6.1 A total of 8 neighbouring properties were notified about the application and invited to comment by the way of letter. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

Individual responses: 22 Objections 22

6.2 The following issues were raised in representations that are material to the determination of the application, which are addressed in substance in the next section of this report:

Objections

- Represents over-development of the site and road.
- Adverse impact on the character of local area. Poor quality design.
- Rear elevation design inappropriate with large mass of windows.
- Development does not respect rear building line, and would have an obtrusive impact on neighbouring properties.
- Loss of daylight/sunlight to neighbouring properties.
- Insufficient boundary treatments that will offer no privacy to 65 Selcroft Road due to level changes.
- Parking spaces will be difficult to access.
- Insufficient parking provided.
- Increase in traffic and parking on street will make roads dangerous.
- Impact of the development on local infrastructure.
- Privacy of residents to the rear.
- Cycle parking difficult to access in rear garden.
- Inadequate refuse and recycling storage.
- Bin store is incongruous.
- Lack of daylight to habitable rooms in single aspect and basement apartments.
- Loss of light to garden.
- Cumulative impact of the development with others approved in the local area.
- Patios, terraces and windows overlooking neighbours gardens.
- Direct overlooking into neighbouring windows.
- Creation of noise disturbance that would ruin quiet enjoyment of neighbouring properties and their gardens.
- Loss of trees.
- Semi-detached houses should be built not flats for families.
- Communal garden would create noise that would have an adverse impact on Hill View Close and wildlife.
- Impact on bins on 61A Selcroft Road (environment, health, odour and would encourage vermin).
- Risk to child safety from additional traffic.
- Concern about access to Hill View Close.
- Impact of the development on biodiversity.
- Accessibility.
- Lack of private gardens for flats.
- The development by not providing four bed units for which there is a shortage of. Failure to consider this factor means that potentially there will be discrimination since families requiring 4+ bedrooms are disproportionately from the Black Asian Minority Ethnic (BAME) community.
- No Equality Impact Assessment has been submitted with the application.
- Impact of increased traffic on the disabled local residents.
- Recessed balconies at roof level not shown correctly, and respective balconies impact on privacy. (OFFICER RESPONSE: Revised drawings

have been received that show the recessed balconies more clearly. The impact of the balconies on privacy is considered in the report below).

6.3 The following Councillors made representations:

Cllr Simon Hoar (Ward Councillor for Purley Oaks and Riddlesdown Road) –

- Over development of the site with the proposed building much larger in footprint than the existing building, loss of family housing in favour of a of flatted development in an area of individual family housing, cumulative impact following approval at nearby sites for flatted developments, inaccuracy of statements made in the application, out of keeping with streetscene, loss of privacy for neighbouring properties and insufficient car parking provision.

6.4 The following procedural issues were raised in representations, and are addressed below:

- Target date on the consultation letter was after neighbour consultation response date and this is a source of legal challenge. (OFFICER'S RESPONSE : Public consultation letters were sent out late which caused the statutory determination date, otherwise known as the target date, to be later than the consultation deadline date. The application is not being determined prior to the expiry of the consultation date and all comments received have been taken into consideration. It is not considered that neighbouring properties have been unduly prejudiced by this.)

7.0 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 July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

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

- Policy 1.1 Delivering the Strategic Vision and Objectives for London.
- Policy 3.3 Increasing Housing Supply.
- Policy 3.5 Quality and design of Housing Developments
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage

- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.6 Architecture
- Policy 7.19 Biodiversity and Access to Nature

7.5 There is a new draft London Plan has been the subject of public consultation which expired on the 2nd March 2018. The GLA current programme is to have the Examination in Public into the Draft London Plan later in 2018, with the final document adopted in 2019. The current 2016 Consolidation Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the plan in general is considered to carry minimal weight.

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.*
 - *DM10.9 Lighting and light pollution.*
- 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.*
- 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.

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development and quality of residential units created
2. Impact on the appearance of the site and surrounding area.
3. Impact of the development on neighbouring properties' living conditions.
4. Impact of the development on parking and the highway.
5. Impact of the development on trees.
6. Impact of the development on flooding.
7. Other planning issues.

Principle of development and quality of residential units created.

Principle of Development

- 8.2 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. It is likely that the property when originally built was a three bed, with a fourth bedroom added in the loft space at a later date. The existing property measures 142 sq.m. The proposed development would comply with DM 1.2 by providing two three bed units in place of the original three bed unit.
- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. Two three bed units is proposed, which amounts to 22%, below the strategic target. Notwithstanding this, the proposal is deemed acceptable given that there would be a net gain in three bed units and given the relatively small size of the site which limits the number of larger units that can be provided. In addition, a two bed four person units is being proposed that could also be occupied by a small family. It should be noted there are some provisions within the Croydon Local Plan (2018) for three bed units to be substituted for two bed four person units within the first three years of the plan.

- 8.4 It is noted that one of the objectors has commented that the development fails to provide four bedroom units and as such, unduly discriminates against BAME communities. There is no policy that specifically requires the provision of four bed units. An Equality Impact Assessment was submitted as part of the Croydon Local Plan process – which helped inform and determine the scope and function of adopted policy. The proposed mix would comply with these adopted policies and therefore not considered to discriminate against BAME communities. It could also be argued that the provision of three and two bed units may allow older households to downsize, which in turn could free up larger homes.
- 8.5 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) to a minimum twenty year target of 32,890 over the period of 2016 to 2036. The Draft London Plan (2017) has provisionally set a minimum ten year target for the borough of 29,490 new homes over the period of 2019/20 to 2028/29. The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). There is no policy requirement for the provision of affordable housing, as less than ten units are proposed as part of this proposal.

Quality of Units

- 8.6 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units would meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'. It is worth noting the basement level units are generously sized, with Flat 1 exceeding minimum floorspace standards by 30 sq.m and Flat 2 by 16 sq.m.
- 8.7 The units would receive good levels of light, outlook and aspect. All the units would be dual aspect or single aspect but not north facing. Key habitable rooms i.e. living rooms, kitchens and main bedrooms are served by generously sized windows. All units would have floor to ceiling heights of 2.5m for at least 75% of GIA in accordance with the London Plan (2016) standards.
- 8.8 The units that are proposed to be located in the basement have been carefully designed and orientated to maximise light and outlook. The main living areas within the basement would have views into generously sized rear lightwells, which have been tiered in order to offer good outlook. The main living areas would have direct access to a generously sized rear patio area. Additional light would enter into the basement units through pavement lights, located on flank elevations of the property, which in combination with windows located on the rear elevation, would ensure the central kitchen areas are adequately lit. The front lightwell is generously sized and would ensure that the bedrooms that would face into them would receive appropriate levels of light and outlook.

- 8.9 The proposed level of external amenity space provision for the development would also be acceptable. The two lower ground floor units would have access to their own private rear patio measuring 17 sq.m. The unit at roof level would have access to two small recessed dormer style balconies, each measuring 2.5 sq.m. The remaining flats would have access to a 105 sq.m rear communal garden area. Direct access would be provided from the residential units to the communal amenity space which would help to ensure that it would be accessible and useable. Opportunities for small scale play-space, in line with policy DM10.4(d) would be delivered through the use of planning conditions with the external amenity space required to be designed in order to be flexible, multifunctional, accessible and inclusive as reasonably possible, in line with the requirements of policy DM10.5.
- 8.10 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.
- 8.11 The applicant has confirmed that the units located on the ground floor level would meet M4 (2). The applicant has raised concerns about installing a lift due to the impact that this has on service charge for new residents. A condition is recommended requiring the units at ground floor level to comply with M4 (2).

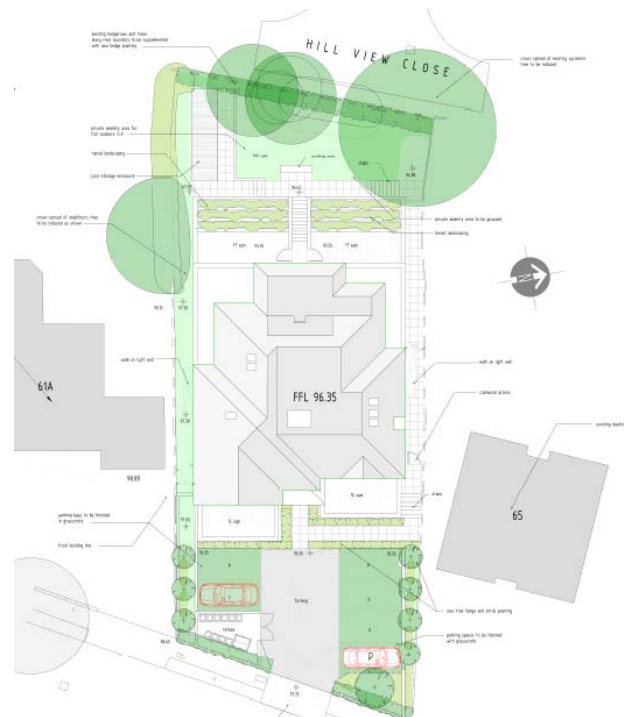
Impact - Appearance of the Site and Surrounding Area.

- 8.12 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable.
- 8.13 The proposed bulk and mass of the development is appropriate. The development would appear as two storeys when viewed from Selcroft Road, in keeping with the two storey prevailing height of the majority of buildings in the surrounding area. The development would respect the site topography, with the eaves of the development being lower than 61A Selcroft Road, but higher than 65 Selcroft Road (see Image A below).



(Image A – Proposed Street Scene Elevation)

8.14 The proposed front building line would also be appropriate, being set further forward of 61A Selcroft Road but back from that of 65 Selcroft Road (see Image B). Whilst the proposed development would extend further back into the site than its immediate neighbours, this would not have a detrimental impact given that garden openness would be maintained through the provision of a good sized rear garden and given that the rear building line does vary to some degree, which is a defining feature of this part of Selcroft Road or wider area. The width of the development would be appropriate with sufficient spacing maintained between the properties. There would be a 1.25m gap to the southern boundary with 61A Selcroft Road and at least a 1.4m gap to the flank elevation of 65 Selcroft Road (to the north).



(Image B – Proposed Landscaping Plan)

8.15 The proposed front lightwells, whilst not characteristic of Selcroft Road, would form discreet and respectful features to the street scene with both set between 9 and 15 metres away from the pavement. Views of these lightwells would be further restricted through the use of planting. The elevation of the basement level has been appropriately designed so would not be out of keeping in any views that were experienced.

- 8.16 Other front lightwells have been approved in Selcroft Road (51 Selcroft Road under LBC Ref 17/04306FUL). The proposed rear lightwells would be acceptable given their location adjacent to the rear elevation of the property, limiting their impact on the garden's appearance. The balustrades to the lightwells would appropriately be black painted metal in keeping with the design of the property. The side glazed lightwells are also acceptable given they are located within the side passageways, which would prevent them from being widely visible.
- 8.17 The proposed traditional design would respect features and detailing common to neighbouring properties. No objection is raised to the use of Juliet balconies on the rear given that the openings have an appropriate level of subdivision in their glazing and given that the balustrading would have a traditional black painted metal design. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.
- 8.18 The landscaping of the front garden area would provide an appropriate balance between the need to increase parking provision on site, whilst being respectful of the green character of the area. Mature hedging would be located around the majority of the front garden area that would help to create an effective green screen. Whilst additional trees are also proposed, their success will be influenced to a certain extent by their close proximity to car parking areas – although the existing frontage of the site is relatively devoid of soft landscaped character. Further details of landscaping is recommended to be secured via condition. The bin store has a simple brick design and would be partially screened from view by mature hedging. The design of the cycle store is also acceptable given that it would not be widely visible from public viewpoints. A condition is recommended to ensure that the bin and cycle store is provided prior to occupation.
- 8.19 Overall, the proposed development would have an appropriate mass, form, scale and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.

Impact on Neighbouring Residential Amenities

- 8.20 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions. The appropriate front and rear building lines and staggered massing would limit the degree of impact on neighbouring amenity (light, outlook and enclosure) as well as limiting overshadowing of neighbouring properties' gardens.
- 8.21 On the northern flank wall of 61a Selcroft Road at first floor level is a bathroom window (as shown in Photo A below), which is not classed as habitable room. The light and outlook of the rest of the openings on this property, would not be significantly impact due to the appropriate massing of the development.



(Photo A – Site Photo of Flank Elevation of 61A)

8.22 On the southern flank wall of 65 Selcroft Road at ground floor level are three small windows and a door (as shown in Photo B), which are understood to serve a utility room/toilet and a study. At first floor level on the flank elevation there is a window that is understood to serve a bathroom. The impact of the development on light and outlook of the utility and toilets rooms would therefore be acceptable given these are not considered to be habitable rooms. The impact on the outlook/light of the study is also acceptable given that a study is not a key habitable rooms (i.e. bedrooms, living rooms, kitchens and dining rooms) and given that the two opening serving this room are very small thereby only offering limited outlook/light. There are rooflights located on the southern flank elevation roof slopes, but the light and outlook that they receive would not be unacceptably harmed given the angle/direction they face. The light and outlook of the rest of the openings on this property, would not be significantly impacted due to the appropriate massing of the development.



(Photo B – Site Photo of Flank Wall of no.65)

8.23 To the rear of the site, facing onto the northern side boundary of the site is 'The Cottage', Hill View Close. The 12 metre separation distance between the proposed building and 'The Cottage' would prevent the development having an unacceptable impact on light and outlook enjoyed by this property.

- 8.24 In terms of privacy, a condition is recommended requiring the windows on the flank elevation of the proposed development to be obscurely glazed and non-opening up to a height of 1.7m from the finished floor levels. The proposed rooflights would not cause significant harm to neighbouring privacy given their angle and their height. Windows located on the front of the property would largely have views over the road, with properties on the opposite side of Selcroft Road located over 30m away. The privacy of 'The Cottage' would not be significantly harmed due to the obtuse angle that the proposed window outlook relative to those on 'The Cottage'. A condition is also recommended in regards to boundary treatments, to both ensure that they are of an appropriate design and to help mitigate the impact of potential overlooking from use of the garden on neighbouring properties gardens, in particular 65 Selcroft Road which is located at a lower level.
- 8.25 The proposed dormer balconies on the rear elevation at second floor level would not cause significant harm to neighbouring properties' privacy (especially in view of the size and depth of the terraces). The design of the recessed balconies would further direct views down the length of the garden and away from immediate neighbouring properties windows.
- 8.26 There would be some overlooking of neighbouring gardens from the new windows on the development, but the impact of which is not considered to be significant.
- 8.27 There would be some additional overshadowing of gardens belonging to 'The Cottage' and 65 Selcroft Road. However, such overshadowing would not be sufficient to justify refusal of planning permission due to the setting of the building away from the boundary by a 1 metre and the staggered massing of the development. There are overgrown shrubs and some low quality trees on the site, the removal of which should allow more light to enter into neighbouring properties' gardens. This should partially offset the impact of overshadowing from the built form of the development.
- 8.28 The proposed intensification of the use of the site would not be sufficient to create significant and unacceptable levels of noise disturbance to neighbouring properties and their gardens.

Impact - Parking and Highway Conditions

- 8.29 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per unit.
- 8.30 The proposed development would provide six car parking spaces for the nine units. The applicant has submitted a Transport Technical Note produced by Markides Associates. Using census data for Purley Ward based on the unit type it predicts that the development would generate a demand for seven parking spaces. In officer's view, the development is likely to generate a higher demand

that the Purley Ward average due to its location on a hill and the poor PTAL rating of the site. Officers are of the opinion that the development would generate closer to nine car parking spaces (i.e. one per unit). Therefore under the applicant's estimate there would be a predicted displacement of one car, whereas under the Council's estimate there would be a predicted displacement of three cars onto the road.

- 8.31 The applicant has submitted a parking study that measures car parking capacity in part of Selcroft Road, part of Purley Hill, part of Oakwood Avenue, Harman Place and part of Warren Road. In line with the Lambeth Methodology this was carried out on two consecutive weekdays nights, on Wednesday 31st January and Thursday 1st February 2018. The survey is carried out on weekday nights as this is when residential parking demand is generally the highest. Of the 188 on-street parking spots available, only 14 to 15% were shown to be occupied. Parking stress is deemed as high when there is an 85% saturation. There is therefore on-street parking capacity on surrounding roads to absorb any parking demand, as a result of the development, including when taking into account the potential parking impact of other developments approved and under construction in the local area. Given the amount of parking space availability on surrounding streets, there is insufficient evidence to suggest that residents from the development would park dangerously and therefore have a detrimental impact on highway or pedestrian safety, including that of children and those with disabilities. The development given the small number of units created, would not cause significantly levels of traffic.
- 8.32 The existing property has a dropped kerb on the northern side of the property. The dropped kerb would be removed, and the pavement/kerb reinstated. A new dropped kerb would be created in the centre. A condition is recommended to ensure that the pavement is reinstated and new dropped kerb provided prior to occupation. No vehicular or pedestrian access is currently proposed onto Hill View Close. In terms of parking layout, the two sets of car parking spaces are located 6m apart, which would be sufficient to ensure that cars could enter and leave the site safely in a forward gear.
- 8.33 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.
- 8.34 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 15 cycle parking spaces would need to be provided. Submitted drawings shows a cycle store with a capacity of 14 cycle parking spaces. A condition is recommended requiring the bicycle storage to be provided prior to occupation, as well as one additional cycle spaces to be provided. The route from the bicycle store to the street is a little convoluted, but given the wider benefits of the scheme it would be unreasonable of the council to refuse planning permission on this basis.

Impact on Trees.

8.35 There are no trees within the site or in surrounding properties that are subject to a Tree Preservation Order (TPO). Trees that are located on the site, or within neighbouring properties' gardens are either not of sufficient merit to require mitigation measures, or are set well away from the proposed built development. Replacement trees would be provided by the development, which is recommended to be secured through the use of a planning condition.

Impact on Flood Risk

8.36 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at low risk (1 in 1000 years) from surface water flooding. The road in front of the property however is modelled as being at high risk (1 in 30 years) from surface water flooding. The applicant has submitted a flood risk assessment (FRA) that appropriately identifies the extent of risk and a planning condition is suggested, which secures a Sustainable Urban Drainage System (SUDS). A further planning condition is recommended to help ensure efficient water use.

Other Planning Issues

8.37 The standard requirement to reduce carbon dioxide emissions (19% beyond the 2013 Building Regulations) would be delivered through compliance with an imposed planning condition.

8.38 A bin store area is proposed to the side of the property. The bin store contains 1100L recycling bin, nine 120 litre general waste bins and one 140L food waste bin. The size of the bin store is appropriate. A condition is recommended requiring this bin store to be provided prior to occupation. The bin store is located sufficiently away from neighbouring windows that its impact on neighbouring properties' amenity in terms of odour would not be significant.

8.39 The impact of the development during construction is considered to be sufficiently controlled by other legislation such as the Noise Act 1996. Placing further conditions on the development to control demolition and construction would be overly onerous given the scale of the development.

8.40 In terms of wildlife and biodiversity, the site is not in a protected area and there is insufficient evidence especially given the characteristics of the site (residential property with gardens) to suggest that there is protected flora and fauna on site. Whilst there would be the loss of some tree/planting as a result of the development, it is considered that this can be adequately offset by landscaping and installation of simple mitigation measures such as bird boxes. This is recommended to be secured via condition.

8.41 The development would be liable for both Mayoral Community Infrastructure Levy (CIL) and Croydon CIL. The collection of CIL would contribute to provision of infrastructure to support the development including provision, improvement, replacement, operation or maintenance of education facilities, health care facilities, public open space, public sports and leisure, and community facilities.

9 Conclusion

- 9.1 The proposed development would provide good quality residential units that would make a positive contribution to the borough's housing stock. The mix of residential units is acceptable, with two three bed and one two bed four person unit being provided. The proposed development would be of an appropriate high standard of design which would not cause harm to the appearance of the surrounding area. The proposal would not cause harm to archaeological remains. The development would not cause significant harm to neighbouring residential amenity and would not have an adverse impact on flooding. The proposed development provides an acceptable level of parking and would not have a significant impact on the operation of the highway. The development would not result in unacceptable harm to or loss of trees.
- 9.2 All other relevant policies and considerations, including equalities, have been taken into account.