

1.0 APPLICATION DETAILS

Ref: 19/05962/FUL
 Location: Lonsdale House, Lonsdale Road, South Norwood, SE25 4JL.
 Ward: Woodside
 Description: Demolition of existing house and garage, erection of a part one/part two/part three/part four storey building comprising 3 flats and fronting Lonsdale Road, and erection of 3 detached two storey houses in rear, provision of associated off-street parking, refuse storage, cycle storage, and associated landscaping and boundary treatment.

Drawing Nos: 17078_A_S_EX_PL_SITE Rev 02 ; 17078-A-S-PR-EL-NE Rev 03 ; 17078-A-S-PR-EL-Unit010203 Rev 02 ; 17078-A-S-PR-EL-Unit04 Rev 02 ; 7078-A-S-PR-EL-Unit05 Rev 02 ; 17078-A-S-PR-EL-Unit06 Rev 02 ; 17078-A-S-PL-PR-LOC-L1 Rev 03 ; 17078-A-S-PL-PR-LOC-L0 Rev 03 ; 17078-A-S-PL-PR-LOC-LS Rev 02 ; 17078-A-S-SE-PR-BB Rev 03 ; 17078-A-S-PR-EL-NW01 Rev 02 ; 17078-A-S-PL-PR-LOC-LR Rev 01 ; 17078-A-S-PL-PR-LOC-L2 Rev 03 ; 17078-A-S-PR-EL-SE01 Rev 02 ; 17078-A-S-PL-PR-LOC-L3 Rev 01 ; 17078-A-S-PL-PR-LOC-SUDs Rev 02 ; 17078_A_S_EX_PL_SITE Rev 02 ; 17078-A-S-PL-PR-UNIT-02 Rev 03 ; 17078-A-S-PL-PR-UNIT-03-L02 Rev 03 ; 17078-A-S-PL-PR-UNIT-03-L03 Rev 03 ; 17078-A-S-PL-PR-UNIT-04-L00 Rev 03 ; 17078-A-S-PL-PR-UNIT-04-L01 Rev 03 ; 17078-A-S-PL-PR-UNIT-05-L00 Rev 03 ; 17078-A-S-PL-PR-UNIT-05-L01 Rev 03 ; 17078-A-S-PL-PR-UNIT-06-L00 Rev 03 ; 17078-A-S-PL-PR-UNIT-06-L01 Rev 03 ; 17078-A-S-PL-PR-UNIT-01 Rev 03.

Applicant: Ms Dawn Carter, Bleu Property
 Agent: Mr Ashvin De Vos, Variant Office LLP
 Case Officer: Mr D Gibson

	studio	1 bed	2 bed	3 bed	Total
Existing Houses	0	0	0	1	1
Existing Flats	0	0	0	0	0
Proposed Houses	0	0	0	3	3
Proposed Flats	0	0	1	2	3

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
2 (including 1 disabled space)	12

- 1.1 This application is being reported to Planning Committee because residential objections above the threshold in the Committee Consideration Criteria has been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 2.2 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. Details of materials to be submitted for approval and implemented as approved.
4. Details of landscaping, including biodiversity measures, and boundary treatment to be submitted for approval and implemented as approved.
5. Following details to be submitted for approval and implemented as approved: - a) privacy screening to all balcony/terrace areas ; b) visibility splays to parking spaces ; c) security lighting ; d) appearance of external bin storage enclosure; e) appearance of covered cycle storage for mews houses ; f) electric vehicle charging point ; g) Appearance of roof light windows to the mews house ; h) finished floor levels for all buildings.
6. Windows at first floor level and above in SE facing elevations (facing towards Harrington Road) of flats and houses to be obscured-glazed.
7. No additional windows in the flank elevations.
8. Following details to be implemented as specified in approved plans : a) car parking spaces ; b) Internal cycle storage for flats
9. Construction Logistics Plan to be submitted for approval.
10. Details of site specific SUDs to be submitted for approval.
11. 19% carbon reduction to be achieved for residential use.
12. 110 litre water usage to be achieved for residential use.
13. Sedum roofs not to be used for amenity purposes.
14. Removal of householder permitted development rights for mews houses.
15. Adherence to recommendations of submitted Arboricultural report.
16. Adherence to recommendations of submitted Ecology survey.
17. S278 Highways agreement to re-instate dropped kerb to full height kerb.
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practice for Construction Sites
- 3) S278 Highways Contact
- 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 The proposal seeks full planning permission for the following:
- Demolition of existing 3 bedroom house and side garage facing Lonsdale Road.
 - Erection of a part one/part two/part three/part four storey building comprising 2 x 3 bedroom flats and 1 x 2 bedroom flat fronting Lonsdale Road.
 - Erection of a 3 detached two storey 3 bedroom houses in rear.
 - Provision of communal external amenity space and children's play space.
 - Provision of 2 off-street parking spaces (including 1 disabled space).
 - Provision of associated refuse and cycle stores.



Site and Surroundings

- 3.2 Lonsdale House is a 2 storey 3 bedroom detached family dwellinghouse facing north-east onto Lonsdale Road. It has a garage attached to its south-western flank. The house has small front yard and a very long rear garden laid to lawn. The rear garden is bounded by alleyways on both sides and to the rear. Two storey terraced residential properties in Archer Road and Harrington Road are sited to the north-west and south-east of the site respectively. The rear south-west of the site is bounded by Desborough Court, a two storey residential estate. Lonsdale Road is formed of two storey residential terraced dwellings and there is a small newsagent/grocery opposite the site. There is also an upward gradient on Lonsdale Road, sloping upwards from Harrington Road to Archer Road.
- 3.3 The site has a Transport for London Ptal rating of 4 (Moderate access to frequent public transport service) and un-restricted on-street parking is available on local roads. Harrington Road tramstop is approximately a 400 metre walk to the north-east, while South Norwood District Centre is approximately a 800 metre walk to the west.

Planning History

- 3.4 17/02590/Pre and 17/05563/Pre – Pre-application for a mixed use retail and residential use.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the existing site and surrounding area.
- The design and appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and comply with Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency is considered acceptable, given the relatively high Ptal rating and close proximity to local public transport, and local shops and services.
- Biodiversity is promoted and the relationship with surrounding trees is acceptable.
- Sustainability aspects can be controlled by conditions.

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 The application has been publicised by 65 letters of notification to neighbouring properties in the vicinity of the application site.

6.2 The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: Objecting: 22 Supporting: 0 Comment: 0
 Petition : Objecting 1 (Proforma Letters) with 31 signatures.

6.3 The following summarised issues were raised in representations. Those that are material to the determination of the application, are addressed in substance in the MATERIAL PLANNING CONSIDERATIONS section of this report:

Objection	Officer comment
<p><i>Design and Character</i></p> <p>Overdevelopment Out of character Height of development Poor design</p>	<p>Addressed in paragraphs 8.5 to 8.13 of this report.</p>
<p><i>Impact on amenities of neighbouring properties</i></p> <p>Loss of privacy Loss of light / overshadowing Increased noise / disturbance</p>	<p>Addressed in paragraphs 8.19 to 8.26 of this report.</p>
<p><i>Transport and Parking</i></p> <p>Increased traffic/parking Increased fire safety risk</p>	<p>Addressed in paragraphs 8.27 to 8.35 of this report.</p>
<p><i>Trees</i></p> <p>Affect on trees</p>	<p>Addressed in paragraphs 8.38 and 8.39 of this report.</p>
<p><i>Other</i></p> <p>Alleyways are private Inadequate refuse storage Increased flooding</p>	<p>Addressed in paragraph 8.26 of this report. Addressed in paragraph 8.34 of this report. Addressed in paragraph 8.37 of this report.</p>

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 Consolidated London Plan 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

Emerging New London Plan

- 7.2 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.
- 7.3 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.4 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.5 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.
- 7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.5 above.
- 7.7 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour

of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Achieving sustainable development;
- Making effective use of land;
- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport.

7.8 The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

Croydon Local Plan 2018

- SP1 – Places of Croydon
- DM47 – South Norwood and Woodside
- SP2 - Homes
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and local character
- DM10 - Design and character
- DM13 - Refuse and recycling
- SP6 – Environment and climate change
- DM23 - Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems
- SP7 – Green grid
- DM27 – Biodiversity
- DM28 – Trees

- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

Supplementary Planning Guidance

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of Development
2. Townscape and Visual Impact
3. Housing Quality for Future Occupiers
4. Residential Amenity for Neighbours
5. Access, Parking, Refuse Storage, and Fire Access
6. Sustainability, Environment, and SUDs
7. Trees and Landscaping
8. Other Matters

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 in London, helping to address overcrowding and affordability issues.

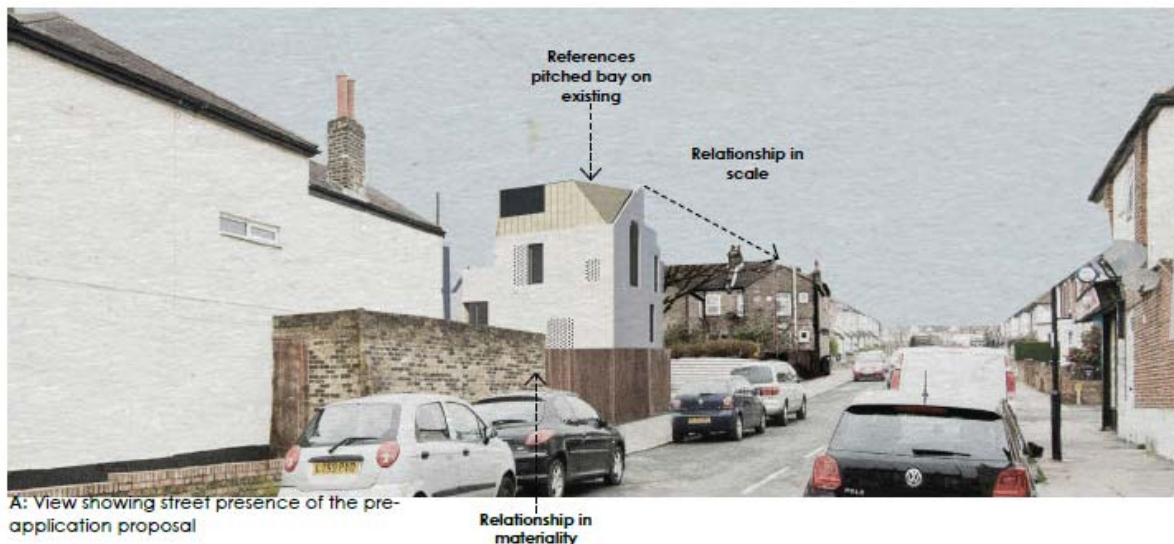
8.3 The schemes involves a residential development providing additional homes within Croydon, which the Council is seeking to promote. The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues, the principle of residential intensification is supported.

8.4 Policy seeks to ensure residential development does not result in a net loss of 3 bedroom dwellings and seeks to deliver a strategic target of 30% of new homes to be 3 bedrooms (suitably sized for family occupation). The existing building on site is a 3 bedroom house. The development would include 3 x 3 bedroom house and 2 x 3 bedroom flats (83% of provision) and would be suitably sized for families. The development would therefore not result in a net loss of 3 bedroom dwellings and would significantly exceed the 30% strategic target for the provision of 3 bedroom family accommodation, which is supported.

Townscape and Visual Impact

8.5 Policy DM10.1 states that proposals should achieve a minimum height of three storeys. The proposal includes provision of a part 4 storey building in place of the existing house and facing onto Lonsdale Road. While the predominant scale of houses in the local vicinity is 2 storey there are examples of 3 to 4 storey buildings in nearby Albert Road. The partial fourth storey would be set into the roof form. It would accommodate 1 x 2 bedroom flats and 2 x 3 bedroom flats. It should be noted that there is a very evident slope running upwards from the south-east to north-west on Lonsdale Road, so the ground level of houses on Archer Road is significantly higher than that of houses on Harrington Road. In this instance the ridge height of the proposed roof would be 52.50. This would compare to the 51.89 ridge height of the existing roof at 66/68 Archer Road. This upward slope between Harrington Road and Archer Road would assist in making the overall height of the building be in keeping with the height of roof ridge lines when looking along Lonsdale Road (as illustrated in Figure 1 below). It is considered that this scale of development is acceptable within this location.

Figure 1. The height of the proposed front block looking NW and SE along Lonsdale Road.



8.6 The proposed front block would be a contemporary re-interpretation of the period dwellings in the vicinity. The mass, siting and appearance would reference the form of typical Victorian dwellings in the vicinity. It would have with strong facade set back from the street and the stepped form and massing of the rear would reference large outriggers common to Victorian dwellings in the vicinity. Its mass and height would also be softened by the proposed stepped arrangement, and half frontage gable and folded down roof form to the south-east frontage corner of the roof form. The design would maintain the existing active street frontage to Lonsdale Road through the front entrance. The frontage would have an interesting brick pattern laid next to the window openings and a feature arched window with curved brick soldier course. The building would be formed of brick to reflect the local predominant material of houses in the locality and would have zinc roof forms. Partial sedum roof areas would be provided at first and second floor levels.

Figure 2. Proposed Lonsdale Road Street Scene



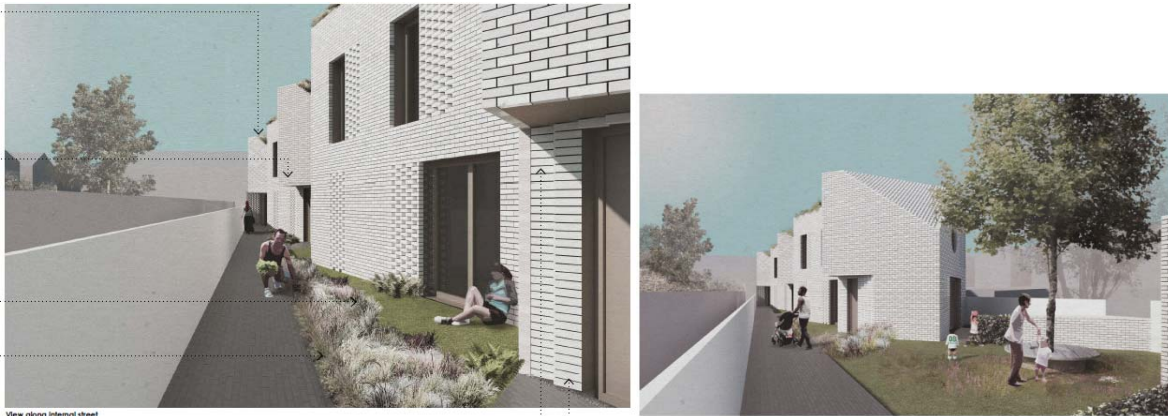
8.7 The proposed rear detached houses would be two storeys in height and their contemporary re-interpretation design would relate closely to the proposed front block. They would have angled forms. Again the building would have sedum roofs.

Figure 3. The Rear Houses Design Reflect the Form of the Main Front Block



8.8 The proposed layout of the rear houses would result in a mews type development. A linear pedestrian path would run from the north-east to south-east through the site and would provide the principle access to the houses. The angled form of the houses provides for private rear gardens and semi-private front gardens and this also means that buffer spaces would be left to the boundaries of both the alleyways running behind the rear gardens of Harrington Road and Archer Road. A communal garden area would also be provided between the rear of the front building and the first of the mews houses. The fragmented arrangement of the proposed mews houses and the provision of the communal garden behind the proposed block of flats would help to provide valuable 'spaces' between and around the buildings. Each of the houses would step into view along the path and there would be visual interest resulting from the stepped brick work to the elevations, while the chamfered corners/angled recesses to each house would soften the mass of the houses as well as providing sheltered entrances. The frontage semi-private amenity garden areas to each house would have low planting and this would assist in delineating the public realm from the houses. The brick colour and glazed brick patterning to the houses would add further variation to the houses and would assist to distinguish them from each other. The use of perforated brick screens increases the sense of privacy and security for each property. In addition to the perforated screens a combination of pop out and recessed brick patterning would be used on ground floor throughout the scheme to enliven the route through the site. Overall, it is considered that the layout of the site and the careful consideration given to the appearance and form of the houses would make provision for an interesting sequence of spaces, and intimate and pleasant residential environmental.

Figure 4. The Mews Houses Provide a Pleasant Environment



8.9 Along with the patterned bricks the proposed brick colours to the buildings would help to distinguish the houses across the development. The block of flats would be formed of a yellow stock colour with a light mortar. The first two mews houses would be formed of a light grey brick. The end mews house would terminate the vista and would have darker brick. A complementary glazed brick would provide a subtle pattern and differentiation to the facades. Full details of the proposed materials can be secured by condition.

8.10 The proposed layout, massing and appearance of development as a whole would be acceptable in the context of the siting, height and massing of the buildings in Lonsdale Road, Harrington Road, and Archer Road. Overall, the proposed design and appearance of the buildings on site would have no adverse effect on the visual amenity of the street scene and in this case would bring about a proportionate residential evolution of the site.

8.11 The density of the development would be 322 habitable rooms per hectare, which is well within the target density range of 200 to 350 set out in the London Plan for new residential development in a suburban location. As outlined above, the proposal would result in an intensification of the site that would respect the residential character of the area.

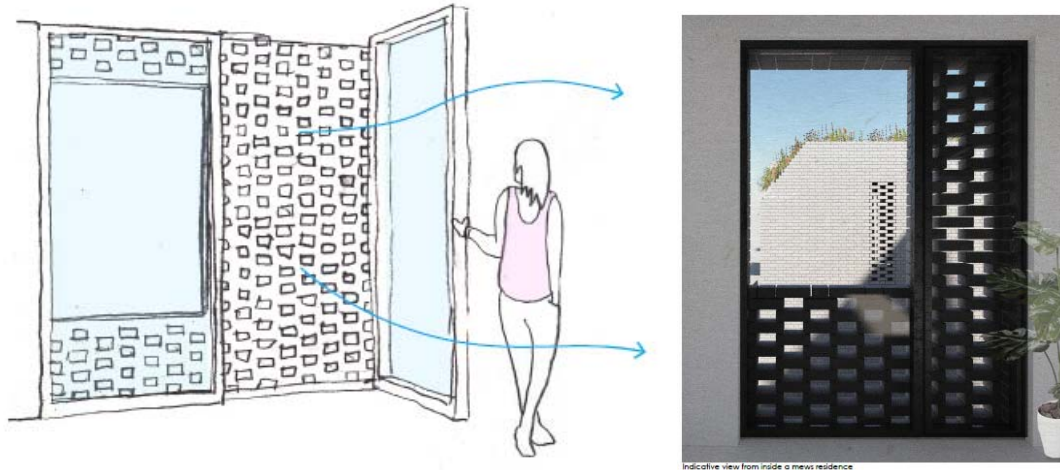
8.12 Therefore, having considered all of the above, against the background of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

8.13 All of the proposed new dwellings would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). It is considered the habitable rooms would have acceptable outlook and light levels. Perforated brick 'screens' will provide extra privacy around fenestration, obscuring the view where required, and shielding the new residents from the existing neighbours, while still letting light through. Panels behind the screens will be openable,

allowing natural ventilation without compromising on security by having large open windows facing the passageway.

Figure 5. Perforated Brick Screen / View from Inside a Mews House



8.14 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All of the dwellings provide sufficient amenity space which is in accordance with the London Housing SPG. The eastern facades of the mews houses, facing the approach, would be distinguished by a projecting brick pattern that is intended to allow the future occupiers to train plants and personalise their front private amenity space. The rear gardens of the mews houses would have decking and some planting.

8.15 A communal garden of 65 square metres would be provided between the rear of the proposed flats and the first mews house. It would exceed the policy requirement of 10 square metres of play space per child in a flatted development (the requirement in this case would be 30sqm). In addition to some open space for active play, the applicant proposes the planting of fruit trees, edible hedges, communal planting, beds, a log pile bug hotel and a small area of hard standing for impromptu barbecues. A circular social bench under the tree will also be provided. The applicant proposes robust, drought resistant planting and to include feature sensory plants such as lavender and thyme. The applicant proposes maintenance plan for the communal space will the green roofs. It is also noted that South Norwood Country Park, is within a five minute walk of the site.

8.16 In terms of accessibility all of the houses would have level thresholds and the main entrance to the block of flats would also have a level threshold.

8.17 The development is considered to result in a high quality development. It would make provision for 3 houses and 3 flats, with a high number of three bedroom family dwellings. All of the dwellings would have acceptable amenities and would overall provide an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

8.18 The main properties that would be affected by the proposed development are in Harrington Road and Archer Road.

Privacy

8.19 The north-west and south-east elevations of the proposed buildings, block of flats and detached houses, would be sited at least 21 metres from the nearest rear windows of houses on Harrington Road and Archer Road. It is considered that the window-to-window distance between the proposed development and adjacent dwellings would maintain the privacy of occupiers in Harrington Road and Archer Road. However, given the large size of secondary and/or non-habitable room windows proposed to the South-Eastern sides of the block of flats and houses (facing Harrington Road) it is recommended a condition is attached requiring these windows to be obscured glazed to further protect the privacy of residents in Harrington Road.

Figure 6. Distances of 21 Metres to Harrington Rd and Archer Road



8.20 The majority of habitable room windows to the block of flats would face onto the highway of Lonsdale Road or to the rear (east) looking towards the rear communal garden area of the proposed development. The majority of the flank windows would be obscured-glazed or have screening. The Council's design guidance seeks to ensure that the first 10 metres of adjacent occupier's gardens are maintained for purposes of privacy. None of the windows on the proposed development would be within the first 10 metres of the rear gardens of Harrington Road or Archer Road. Only the ends of the rear gardens would be overlooked. While there are balconies proposed to front and rear elevations of

the block of flats it is considered that privacy screens could be used to prevent any adverse overlooking to rear garden areas of Harrington Road and Archer Road. This matter can be secured by condition. Rooflight windows are proposed in the first floor corridor areas of the proposed mews houses. It is not considered that they would result in loss of privacy as they would be obscured by the parapet to the flat roof area, but full details of their appearance can be secured by condition.

- 8.21 All of the windows for the mews dwellings would be angled to face out of the two facades that would overlook their own gardens. This would avoid direct overlooking into neighbouring gardens in Harrington Road and Archer Road. Furthermore the first floor windows of the mews houses would be screened to further protect the privacy of adjacent occupiers in Harrington Road and Archer Road. No windows are proposed to the south-western elevation of the Unit 06 mews house, so the privacy of occupiers of Desborough Court flats to the east of the site would be maintained. Sedum roofs are proposed to the mews houses but these are not proposed to be amenity areas. A condition can be used to ensure they are not used as amenity areas.

Light and Outlook

- 8.22 The distance of the proposed buildings to the adjacent properties would mean that no adverse loss of light or outlook to adjacent residential occupiers. A shadow diagram was included in the appendix to the Design and Access statement and shows that shadow falling across the end of the rear gardens in Harrington Road and Archer Road would be minimal during the daytime.

Other Matters

- 8.23 Some of the objections have raised concerns about increased noise and disturbance from the new dwellings. It is considered that any associated noise and disturbance would be relatively little given the minor nature of the proposed development and given that the surrounding roads are already in residential use.
- 8.24 The removal of householder permitted development rights can also be secured as a condition to further protect the amenities of adjacent occupiers.
- 8.25 Some of the objections have raised concerns about increased noise and disturbance from the new dwellings. It is considered that any associated noise and disturbance would be relatively little given the minor nature of the proposed development and given that the surrounding roads are already in residential use.
- 8.26 With regard to the existing alleyways the proposed development would not encroach into them or impede access to them. Indeed, a new 1.8 metre height perimeter fence is proposed around the extent of the application site and this would assist in delineating the extent of the development site.

Access, Parking, Refuse Storage, and Fire Safety

- 8.27 The site has a PTAL rating of 4 which means that it has moderately good access to public transport. Harrington Road tram stop is approximately 200 metres to the east of the site, while Portland Road is approximately 400 metres to the west and is served by several bus routes. South Norwood district centre is approximately 800 metres to the north-west.
- 8.28 Pedestrian access to the proposed dwellings would be from Lonsdale Road and a pedestrian path is proposed on the southern side of the site to provide access to the 3 rear houses. On the forecourt of the site two off-street parking spaces would be provided, including one disabled parking space. The site is not within a controlled parking zone and on-street parking is generally available on Lonsdale Road and surrounding roads.
- 8.29 Standards set out in policy set out a 'maximum' provision of 8.5 car parking spaces for the amount of accommodation proposed, rather than 6 as identified in the Parking Survey submitted with the application. However, in this instance, the low amount of off-street parking would be considered acceptable. While it is acknowledged local roads are heavily parked, as evidenced by the Parking Stress survey submitted, there is still some capacity of on street parking available on the local roads and so it is considered the development would not adversely impact on the availability of on-street parking capacity on local roads. Also, the site is within close proximity to the Harrington Road tram stop, Portland Road which is served by buses and shopping parades, and the South Norwood District Centre, which should assist in promoting sustainable travel modes, such as walking use of public transport. Cycle storage provision is also proposed for each of the dwellings.
- 8.30 The proposed parking spaces would allow a vehicle to manoeuvre safely to and from the site. Details of visibility splays to the parking spaces can be secured by condition. A new vehicle crossover would be formed to serve the forecourt parking of the site from Lonsdale Road. The dropped kerb serving the existing off-street parking on the site would become redundant and the Council would seek to ensure it is re-instated to a full height kerb at the developer's expense. This matter would be secured by condition and relevant minor highways agreement with the Council's Highways department.
- 8.31 Local Plan Policy DM30 states that 20% of parking bays should have Electric Vehicle Charging Provision (EVCP). This matter can be secured by condition.
- 8.32 A Construction Logistics Plan (CLP) would be required to ensure that demolition and construction works are properly managed and undertaken in a considerate manner to minimise noise and disturbance to nearby residents and to ensure the safety and efficiency of local roads . This matter can be secured by condition.
- 8.33 Cycle storage provision for 12 cycles is proposed. In the block of flats the cycle storage (6 cycles) would be provided off the lobby area of the building, while the houses would have cycle storage areas (2 cycles for each house) within their

rear gardens. The cycle storage areas for the houses would require an enclosure. Full details can be secured by condition.

- 8.34 A refuse storage area would be provided adjacent to the south-eastern flank of the front block of flats. Each dwelling will have bin storage providing 2x10 litre and 1x20 litres pull out bins in the kitchen. The space allocation for the external bin store is equivalent to 2 x 240 litre bins. This would allow for 1 x 240 litre bin and secure shelving for the green box, blue box and 23 litre external food caddy. The Council is satisfied that the volume of refuse storage would be acceptable. The external bin store would be located within 20 metres of the highway, so within the pull distance of Council refuse collectors.
- 8.35 In terms of fire safety access the end mews house would be sited further than 45 metres from the highway. Therefore, the developer would need to make provision for it to include a sprinkler system within the house, or make provision for a fire safety mains outlet to be provided within the access of the site. This matter would be a building regulation compliance matter.

Environment, Sustainability, and SUDs

- 8.36 The development would need to meet a 19% reduction in CO2 emissions over 2013 Building Regulations. Similarly, the mains water consumption would meet a target of 110 litres or less per head per day. The applicant has provided indicative measures in the construction of the development designed to meet the energy efficiency objectives. Full compliance can be secured by condition.
- 8.37 Policy DM25 requires all new development to incorporate sustainable urban drainage systems (SUDs). The proposed soft landscaping areas and sedum roofs should assist in harvesting and attenuating surface water from the site. The site is located within an area at low risk of fluvial and the full details of SUDs can be secured by condition.

Trees and Landscaping

- 8.38 An arboricultural report was submitted with the application. The site is not covered by any Tree Preservation Orders and no existing trees would be removed from the site to facilitate the proposed development. Several trees in the adjacent alleyways would require protective measures by way of Temporary Ground Protection (TGP) and Protective Fencing; TGP will also denote areas where specialist surfacing is recommended. The branches of a couple of trees on adjacent sites would overhang the site and the branches would require pruning back. However, the pruning is such that it would not affect the ongoing viability of those trees. The conclusions and recommendations of the submitted arboricultural report are acceptable and its actionable measures can be secured by conditions.
- 8.39 The proposal would provide an opportunity for planting at ground level in the private, semi-private, and communal garden areas. This would also promote biodiversity. An ecology survey was submitted with the application and found no protected species on site. The green sedum roofs would also supplement the

proposed landscaped areas. The full details of landscaping including measures to promote biodiversity can be secured by condition.

Other matters

- 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 area.

Conclusion

- 8.41 The principle of development is considered acceptable within this area. The development has been designed to ensure its appearance respects the character of the surrounding area and that there is no significant adverse impacts on neighbouring occupiers. The proposal would provide an extremely high level of family housing. The impact on the highway network would be acceptable considering it is well served by public transport and it is a short walk to Portland Road and the South Norwood District Centre facilities and services. The development would assist in bringing forward a more intensive development on an unoccupied residential site. Therefore, the proposal is considered to be in accordance with the relevant policies of the London Plan and the Croydon Local Plan.
- 8.42 All other relevant policies and considerations, including equalities, have been taken into account. As such, the development is considered acceptable and is therefore recommended for approval.