

PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/04661/FUL
 Location: 34 Brownlow Road, Croydon, CR0 5JT
 Ward: Park Hill and Whitgift
 Description: Demolition of existing dwelling and the erection of a 4 storey building comprising of 7 apartments with a single parking space and other external alterations
 Drawing Nos: 268-D-00-REV-B, 268-D-24, 268-D-23, 268-D-21, 268-D-14-REV-B, 1950-GUADR-L-20191014 P06, 268-D-22, 268-D-01-REV-D, 268-D-08-REV-C, 268-D-05-REV-E, 268-D-16-REV-E, 268-D-09-REV-D, 268-D-10-REV-D, 268-D-07-REV-C, 268-D-06-REV-D, 268-D-17-REVD, 268-D-03-REV-D, 268-D-13-REV-C, 268-D-11-REVE, TPP 01, 268-D-04-REV-E.
 Applicant: Mr Justin Owens of SL Dev Ltd
 Case Officer: George Clarke

	1B 1P	1B 2P	2B 3P	3B 4P+	Total
Existing Provision				1	1
Proposed Provision	1	2	3	1	7

1.1 This application is being reported to Planning Committee following referral by Councillor Vidhi Mohan and in view of objections having been received above the threshold in the Committee Consideration Criteria.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to a Section 106 Agreement to prevent occupiers from attaining parking permits and a contribution of £1500 per flat towards sustainable transport initiatives such as a car club.

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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Material details to be submitted
3. Details of planter to top floor balcony to be submitted and retained
4. Details of Refuse/Cycle storage/Boundary treatment
5. Construction Logistics Plan
6. Windows serving habitable rooms on southern elevation to be obscure glazed and non-openable
7. Details of electric vehicle charging points to be agreed and implemented
8. No additional windows in the flank elevations
9. Hard and soft landscaping to be submitted
10. Permeable forecourt material
11. Details of SUDS to be submitted
12. Playspace to be provided
13. Ground floor flats to be M4(2) compliant
14. Car parking provided as specified
15. Visibility Splays to be submitted for front car parking area
16. No obstruction within visibility splays
17. 19% Carbon reduction
18. 110litre Water usage
19. Time limit of 3 years
20. Tree protection
21. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Code of practise for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of the existing detached house
- Erection of a four storey building
- Provision 7 flats with private balconies and communal play space
- Provision of 1 off-street car parking space for disabled users
- Provision of associated bin and cycle stores

3.2 The scheme has been amended during the application process and neighbours were re-consulted on amendments. The amendments to the scheme are detailed as follows:

- Increase in the separation distance between the above ground floor levels and the rear boundary
- Changes to the internal layout including a reduction in the total number of flats proposed from 8 to 7
- Introduction of louvre windows and screening on the east facing elevation
- Alterations to the design of the building including changes to the fenestration and the inclusion of a curved recess on the northern elevation
- Changes to the layout of communal areas to improve the quality as well as usability and natural surveillance
- Reduction in the on site car parking provision

Site and Surroundings

- 3.3 The site is on the eastern side of Brownlow Road and contains a four bedroom, two storey detached house with a pitched roof. The application site is on a hill with the land sloping down from north to south.
- 3.4 The surrounding area is mainly residential in character but the surrounding properties are varied in appearance and design. The site has been subdivided in the past and there is now a modern bungalow to the rear of the site (east) with a flat roof. The properties to the north are detached homes with dual pitched roofs similar to the existing house at number 34, whilst homes on Rushmead Close back onto the site from the south. On the opposite side of the road at Langton Way are a number of flat roofed three to four storey terraces.



Fig 1: Aerial street view highlighting the proposed site within the surrounding street-scene. A bungalow has since been constructed to the rear of the site.

Planning History

- 3.5 On 19th February 2020 a lawful development application for the conversion of a house into a 6 bedroom HMO was withdrawn by the applicant (LBC Ref 19/05434/LP).
- 3.6 On 24th November 2016 planning permission was granted for the demolition of the existing garage and erection of a 4 bedroom detached single storey dwelling at rear with associated parking (LBC Ref 16/04872/FUL). This has been constructed.
- 3.7 On 28th July 2016 planning permission was granted for the following extensions to 34 Brownlow Road: removal of existing conservatory; erection of a single storey side extension and new conservatory; enlargement of existing dormer extension in side roof slope (LBC Ref 16/02083/P)

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 would provide an appropriate mix of units including a three-bed home and smaller family 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 not have an adverse impact on the operation of the highway.
- The proposal would not result in the loss of mature trees
- The proposal would not have an adverse impact on flooding.
- 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 letters of notification to neighbouring properties in the vicinity of the application site. A re-consultation was also made with

amended plans. The number of representations received from neighbours, MPs and local groups in response to notification and publicity of the application are as follows:

No of individual responses: 40 Objecting: 40 Supporting: 0 Comment: 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
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.7 – 8.12
Loss of a family home	Addressed in the report at paragraph 8.4
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.5 – 8.9
Four stories is too high	Addressed in the report at paragraph 8.8
Materials would not complement existing buildings	Addressed in the report at paragraph 8.9
<i>Amenities</i>	
Loss of light from development	Addressed in the report at paragraphs 8.15 - 8.17
Overlooking and loss of privacy	Addressed in the report at paragraphs 8.14 - 8.17
Disturbance from the level of occupancy	Addressed in the report at paragraph 8.18
Inadequate internal and amenity space for the proposed flats	Addressed in the report at paragraphs 8.19 – 8.20
Bin store inadequate	Addressed in the report at paragraph 8.29
<i>Traffic & Parking</i>	
Not enough car parking	Addressed in the report at paragraphs 8.23 – 8.24
Traffic will increase and add danger	Addressed in the report at paragraph 8.25 – 8.26
<i>Other matters</i>	
Harm to trees and ecology	Addressed in the report at paragraph 8.30 - 8.31
No lift provision	Addressed in the report at paragraph 8.21

Fire risk	Addressed in the report at paragraph 8.27
Developer has not been considerate to neighbours and inconstancy with previous planning permissions at site	The current Local Plan was adopted in 2018 and consent for 34A Brownlow Road was granted under a previous policy framework
Land ownership dispute/notice from developer not served on time	This is a civil matter

6.3 Councillor Vidhi Mohan referred the application to planning committee and objected on the following grounds:

- Overlooking at close range
- Loss of sunlight and daylight for adjoining occupiers in conflict with Local Plan policy DM10.6
- Scale, height massing and density is out of character with the area in conflict with Local Plan policy DM10.1
- Design and materials are not high quality and would not complement existing buildings in conflict with Local Plan policy DM10.4

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. Such 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 2015, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport
- Delivery of housing
- Achieving well designed places

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply

- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.2 An inclusive environment
- 7.4 Local Character
- 7.6 Architecture
- 7.19 Biodiversity and access to nature
- 7.21 Woodlands and trees
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- 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 and reducing flood risk
- 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

Emerging New London Plan

- 7.6 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.
- 7.7 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.
- 7.8 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.
- 7.9 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.
- 7.10 The policies of most relevance to this application are as follows:
- D1 London's form, character and capacity for growth
 - D2 Infrastructure requirements for sustainable densities
 - D3 Optimising site capacity through the design-led approach
 - D4 Delivering good design
 - D5 Inclusive design
 - D6 Housing quality and standards
 - D7 Accessible housing
 - H1 Increasing housing supply
 - H10 Housing size mix
 - S1 Developing London's social infrastructure
 - S4 Play and informal recreation

- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.11 There is relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

1. Principle of development
2. Townscape and visual impact
3. Residential amenity for neighbours
4. Housing quality for future occupiers
5. Traffic, highway and servicing implications
6. Trees, landscaping and biodiversity
7. Sustainability and environment
8. Other matters

The Principle of Development

- 8.2 This proposed development needs to be assessed against a backdrop of significant housing need, not only across Croydon but across London and the south-east. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the LB Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036 (Croydon's actual need identified by the Croydon Strategic Housing Market Assessment indicated an additional 44,149 new homes by 2036, but as there was limited developable land available for residential development in the built up area, it was, at that time, only possible to plan for 32,890 homes). This requirement is set out in policy SP2.2 of CLP (2018) which separates this target into three sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites.
- 8.3 The emerging New London Plan, which is moving towards adoption (although is being further amended) proposes increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.4 The Croydon Local Plan (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 130m². The existing building is a 4 bed house and is has an internal floor area of 145m². The proposal includes a 3 bedroom flat and a couple of two bedroom flats. Local Plan Policy DM1.1 acknowledges that 2 bed, 4 person homes can be treated as family homes (in line with DM1.1) during the first 3 years of the Plan. The development would therefore result in a net increase in family sized accommodation.
- 8.5 The site is located within an existing residential area and providing that the scheme respects the character and appearance of the locality and that there are no other material effects causing unreasonable harm to immediate neighbours, the density of development would be acceptable.
- 8.6 As the scheme proposes less than 10 residential units, there is no policy requirement to deliver a proportion of these houses as affordable accommodation.

Townscape and visual aspect

- 8.7 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition
- 8.8 The Croydon Local Plan seeks new development to achieve a minimum height of three storeys. The Suburban Design Guide states that where surrounding buildings are predominantly detached homes of two or more storeys, new development may

be three storeys with an additional floor contained within the roofspace. The proposal is four storey with the top floor set back from the edges of the building. The immediate area has a varied residential character consisting of detached two storey dwellings with chalet style pitched roofs and three storey terraces in a block form opposite the site on Langton Way. The proposal has been designed to appear in keeping with the existing typology across the road with a recessed fourth storey, which is considered appropriate for the setting.



Fig 2: Photograph of 1-5 Langton Way which is opposite the site

- 8.9 The design of the building would incorporate large areas of glazing and projecting balconies to the frontage with a darker brick at ground floor, white brick at first and second floors and white timber cladding for the recessed third floor level. These features and the variance in materials would provide a visual interest and it is considered that the light palette would minimise the apparent bulk of the building. The materials are also reflective of those used in the nearby area. It is recommended that these details are secured by condition so to ensure they are of a suitable quality.



Fig 3: CGI showing the front of the proposed development

- 8.10 The entrance to the flats would be positioned on the southern elevation and identified with two curved walls which run up to third floor level. This would give legibility to the building and break up the façade. Bin storage would be to the front of the site near the collection point and surrounded by natural screening.
- 8.11 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening. Given the overall scale of the development it is considered that the proposed extent of hardstanding would not be excessive. A single immature tree toward the front of the site would be felled to make way for the new parking area and although any loss of trees is regrettable this specimen is of little merit or significance within the street scene. A dwarf front boundary wall is shown on the plans with hedging behind and this would provide appropriate new planting and screening for the bin and parking area which would maintain the appearance of the street scene.
- 8.12 The layout of the development would respect the pattern and rhythm of neighbouring area, taking design cues from the blocks directly opposite. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the area. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD (2019) in terms of respecting local character.

The effect of the proposal upon residential amenity for neighbours



Fig 4: Proposed block plan

- 8.13 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The nearest neighbours are the bungalow at 34A Brownlow Road to the east, 36 Brownlow Road to the north and numbers 5-7 Rushmead Close which are to the south of the site.
- 8.14 The scheme has been amended to increase the separation distance to 34A Brownlow Road. Whilst it would not meet the recommended separation distances as contained within the Suburban Design Guide, windows facing toward this neighbour on the first and second floors would serve bedrooms rather than living room areas and would be louvered so to prevent overlooking. The fourth storey would feature a permanent planter on the rear balcony to prevent views down. It is considered that the mitigation measures described would not result in any harmful loss of privacy.
- 8.15 The development would be 5m taller than the existing house to be demolished. The upper floors would be staggered to have a greater level of separation per level, with the fourth storey 15.74m from the west facing windows of 34A Brownlow Road. It is considered that this neighbour would not be unduly enclosed or experience harmful loss of light to rooms or the garden area. This is supported by a Daylight and Sunlight Study which demonstrates that BRE standards would be met and the development would not harm living conditions at 34A. Hedge planting would provide

low level screening and a natural buffer from the communal space for the flats and this neighbour.

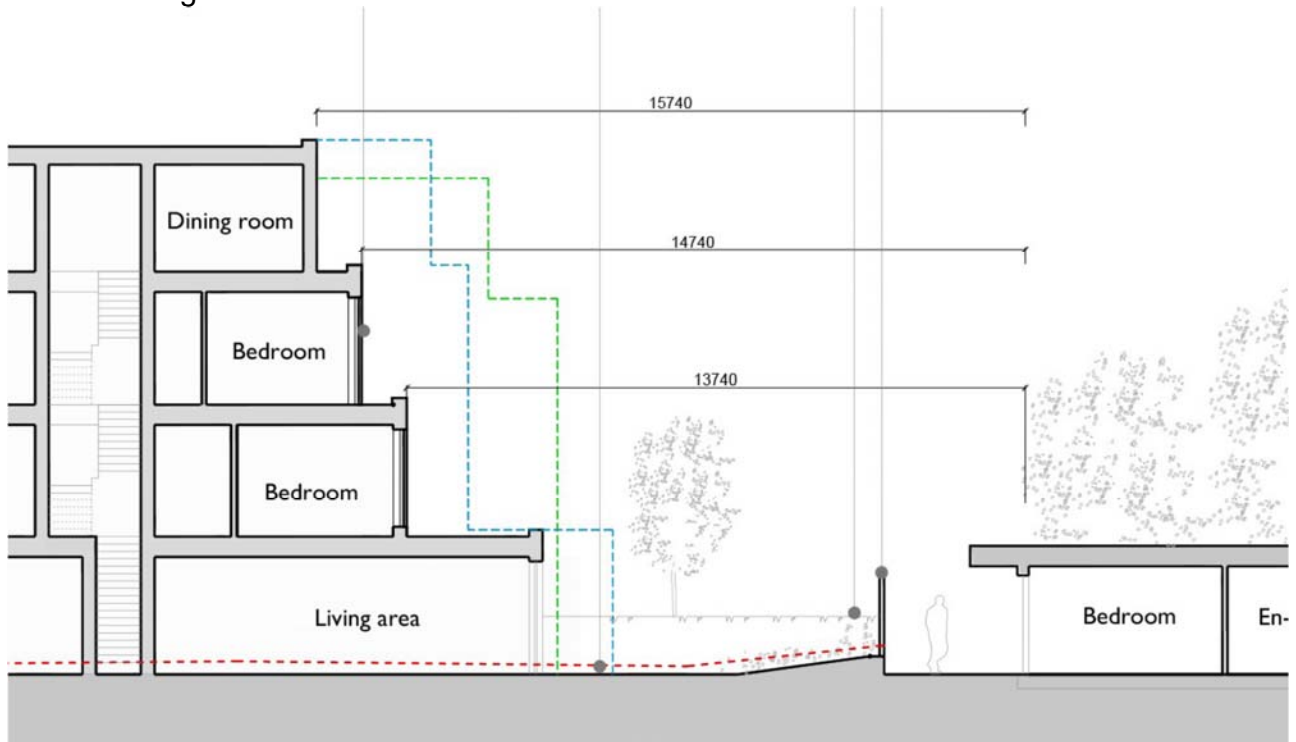


Fig 5: Section showing the massing and separation with the rear bungalow (34A). The green line shows the position of the building as presented at pre application stage whilst the blue line shows the outline of the proposed building as originally as submitted in this application

8.16 36 Brownlow Road is the neighbour adjacent to the north of the site and has a higher ground level. The applicant has provided horizontal 45 degree lines from the centre of the nearest habitable room windows for both the front and rear building lines which demonstrates that there would be no harmful enclosure or unacceptable loss of light. The Daylight and Sunlight study supports this and that the position of the building would also not result in harmful overshadowing to the garden. Windows on the north elevation of the block would be obscure glazed and so the privacy of occupiers at 36 Brownlow Road would be protected. It is therefore considered that the development would cause no harm to living conditions at 36 Brownlow Road.

8.17 Numbers 5 and 7 Rushmead Close are part of a terrace to the south of the site and have a lower ground level. These neighbours orientated at an angle toward the east so that they would not directly face the side wall of the development. The rear wall of 5 Rushmead Close would be 13m from the proposed building at the closet point (14m to Number 7) and the fourth storey would have a set back so to provide greater separation at the higher level. Given the position of these neighbours directly to the south, they would continue to receive good levels of sunlight. There are existing trees in the gardens which would provide some natural screening and the 4m gap

from the development to the shared boundary would mitigate any overbearing effect or loss of daylight. Windows at first floor and above serving habitable rooms on the southern elevation would be obscure glazed and unopenable so to prevent loss of privacy. This is acceptable.

- 8.18 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and is not considered harmful.

Housing quality for future occupiers

- 8.19 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed dwellings would meet the minimum required internal space standards and there is storage space within each. The layouts of the flats and light/outlook afforded to each is considered to be acceptable. Whilst the east facing windows to three of the flats would have louvres to protect neighbour privacy, these are each duplex dwellings with Units 2 and 3 having good outlook from the ground floor level and Unit 6 having outlook from windows looking out over the balcony.
- 8.20 Each of the flats would have access to private courtyard or balcony areas offering useable outdoor amenity space. Each of these areas would meet the minimum space requirements of Local Plan Policy DM10.4. The local plan requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. A communal area is proposed to the rear of the site with 9.1m² of play space. The area would be screened by evergreen hedging. This is considered suitable.
- 8.21 In terms of accessibility, level access would be provided to the three dwellings with ground floor living space and these dwellings would comply with the requirements of Part M4(2) Building Regulations. The London Plan states that developments of four storeys or less adopt a more flexible approach to requiring lift access to all floors (linked to viability and deliverability of new housing). Due to the limited size of the site/building and considering that only four of the homes would be accessed above ground level, the lack of a lift is deemed to be justified in this instance as the viability of the scheme would be compromised otherwise. The provision of the ground floor units under M4(2) can be secured through the use of planning conditions and compliance with the Building Regulations. The single car parking space will be designated for disabled users only.
- 8.22 The development is considered to result in a high quality development including family units all with adequate amenities and provides a good standard of accommodation for future occupiers in accordance with policy.

Traffic, highway and servicing implications

- 8.23 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. The site is however approximately one mile from Croydon District Centre and less than a ten minute walk from Lloyd Park tram stop. The street is within a Controlled Parking Zone (CPZ). The London Plan and Policy DM30 of the Croydon Local Plan 2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.24 This scheme proposes a single on-site parking bay. Given this level of provision it would be required that a Section 106 Agreement is implemented which prevents occupiers from attaining parking permits. A contribution of £1500 per dwelling from the developer to go toward sustainable transport initiatives such as car clubs and cycle lanes would also be sought. In consideration of the above and the close proximity of the site to Croydon District Centre and a tram stop, the proposed car parking is acceptable.
- 8.25 There are a number of representation that refer to the parking provision, on-street parking and highway safety at the site. In respect to highways safety, the scheme provides one off-street parking space and this will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to. In compliance with the London Plan an electric vehicle charging point should be installed in the parking area and this can be secured by way of a condition.
- 8.26 There is space available on site to allow vehicles to turn and exit in forward gear and this has been demonstrated through tracking drawings provided by the applicant. A condition is recommended to require the proposed visibility splays to be implemented and officers are satisfied that the scheme would not harm the safety and efficiency of the highway network. It is considered the network and transport impacts associated with the developments on traffic and transport would be negligible and it is unlikely to have a significant impact on highway safety.
- 8.27 The access to the side of the property would be of sufficient width to allow a fire vehicle to access and fire safety to 34A Brownlow Road would not be compromised.
- 8.28 Cycle storage facilities would comply with the London Plan (which would require 11 spaces) and would be secure and undercover. Full details of the cycle store can be required by condition.

8.29 The refuse arrangements would be contained within a brick enclosure toward the front of the site and contain 1 x 1100ltr landfill receptacle; 1 x 1100ltr for dry recycling and 1 x 140ltr food recycling. This store is in an accessible location and is of a sufficient size.

Trees, landscaping and biodiversity

8.30 There are no large mature trees or specimens of quality within the site. The proposal would involve the installation of hedges and planting beds primarily around the borders and it is considered that this would provide a suitable environment and prevent ecological harm. The applicant has submitted landscaping plans and further details including a maintenance schedule could be secured by condition.

8.31 There are several large trees outside the site including two within the site boundary of 36 Brownlow Road which are covered by a TPO. A Tree Protection Plan has been provided for the TPO pine tree within the front garden area of 36 Brownlow Road which is considered acceptable to protect it during construction. This can be secured by condition.

Sustainability Issues

8.32 Croydon Local Plan Policy SP6.3 requires all new build residential development of fewer than 10 units to achieve the national technical standard for energy efficiency in new homes set at a minimum of 19% CO2 reduction beyond Part L of the Building Regulations and requiring new build development to meet a minimum water efficiency standard of 110 litres/person/day. Consequently, it is recommended that planning conditions be imposed to ensure that the development achieves both requirements

Other Matters

8.33 The site is located in an area with an identified low risk of surface water flooding. It is likely that infiltration of surface water runoff following redevelopment may be feasible. A sedum roof has been proposed to mitigate surface water runoff. All hard surfaced areas will feature permeable surfaces to enable natural filtration. Surface water will also be dealt with by way of soakaways. Further details of sustainable drainage systems can be required by condition.

8.34 Representations have raised concerns that local services will be unable to cope with additional families moving into the area. 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, such as local schools.

Conclusions

8.35 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and appropriate in relation to residential amenity, transport and sustainability matters. Thus the proposal is considered in general accordance with the relevant policies.

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