

PART 6: Planning Applications for Decision**6.5 Item****1 APPLICATION DETAILS**

Ref: 19/00342/FUL
 Location: Garage Block And Land Adjoining 91, Bedwardine Road, Upper Norwood, London
 Ward: Crystal Palace and Upper Norwood
 Description: Demolition of garages/storage sheds and erection of a three storey building to provide three flats together with landscaping, refuse and cycle storage as well as other associated works
 Drawing Nos: 17710_A_030, 17710_A_031, 17710_A_001, 17710_A_100 Rev B, 17710_A_101 Rev B, 17710_A_103 Rev B, 17710_A_010, 17710_A_020, 17710_A_150 Rev A, 17710_A_200 Rev B, 17710_A_300 Rev B and 17710_A_303 Rev B.
 Agent: Jennifer Turner
 Case Officer: Tim Edwards

	1b2p	2b3p	2b4p	3b4p	Total
Proposed	2		1		3

All units are proposed to be shared ownership.

- 1.1 This application is being reported to Planning Committee at the request of Cllr Stephen Mann and in view of the fact that representations in excess of the Committee Consideration Criteria have been received.

2 RECOMMENDATION

That the Planning Committee resolve to GRANT full planning permission subject to

- A. The prior completion of a legal agreement to secure the following planning obligations:
- Affordable housing delivery.
 - The restriction of car parking permits for further residential occupiers of the development.
- B. That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans

- 2) Full landscaping to be provided prior to occupation for approval and maintained for 5 years (including specific response to ecology recommendations)
- 3) Details of materials to be submitted and approved (including samples)
- 4) Level access to be provided and retained
- 5) Further details in relation to cycle and refuse stores to be provided.
- 6) In accordance with the arboricultural report and tree protection plan.
- 7) In accordance with the ecology reports recommendations.
- 8) Demolition and Construction Logistics Plan to be submitted
- 9) The development must achieve 19% CO2 reduction beyond Building Regulations
- 10) Flank facing windows to be obscure glazed/non-opening up to 1.7 metres from internal floor levels.
- 11) The development must achieve 110 litres water per head per day
- 12) Time limit of 3 years
- 13) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community Infrastructure Levy – Granted
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Wildlife protection
- 4) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Demolition of the existing garages
- Erection of a three storey building to provide 3 units.
- Provision of private amenity spaces, cycle storage and revised refuse storage for the proposed development and adjacent flats.

Site and Surroundings

- 3.2 The application site lies on the south-eastern side of Bedwardine Road and adjacent to the Harold Road Conservation Area. There are noted to be a number of locally listed buildings throughout the wider area.
- 3.3 The site is adjacent to Crystal Palace District Centre as well as in close proximity to the Westow Park, a site of nature conservation importance.
- 3.4 The site is located in Public Transport Accessibility Levels (PTAL) 3, but in close proximity to PTAL 5 being approximately 1.15 km from Crystal Palace Station

as well as in close proximity to a number of bus services available from Harold Road, Central Hill and Westow Street.

- 3.5 Three separate planning applications have been submitted (including this one in relation to three individual sites). These are standalone planning applications which should be considered as such, although there are noted to be planning considerations which will need to be cumulatively assessed such as the proposals impacts upon parking. Figure 1 shows the three sites in context with the site related to this application circled accordingly.

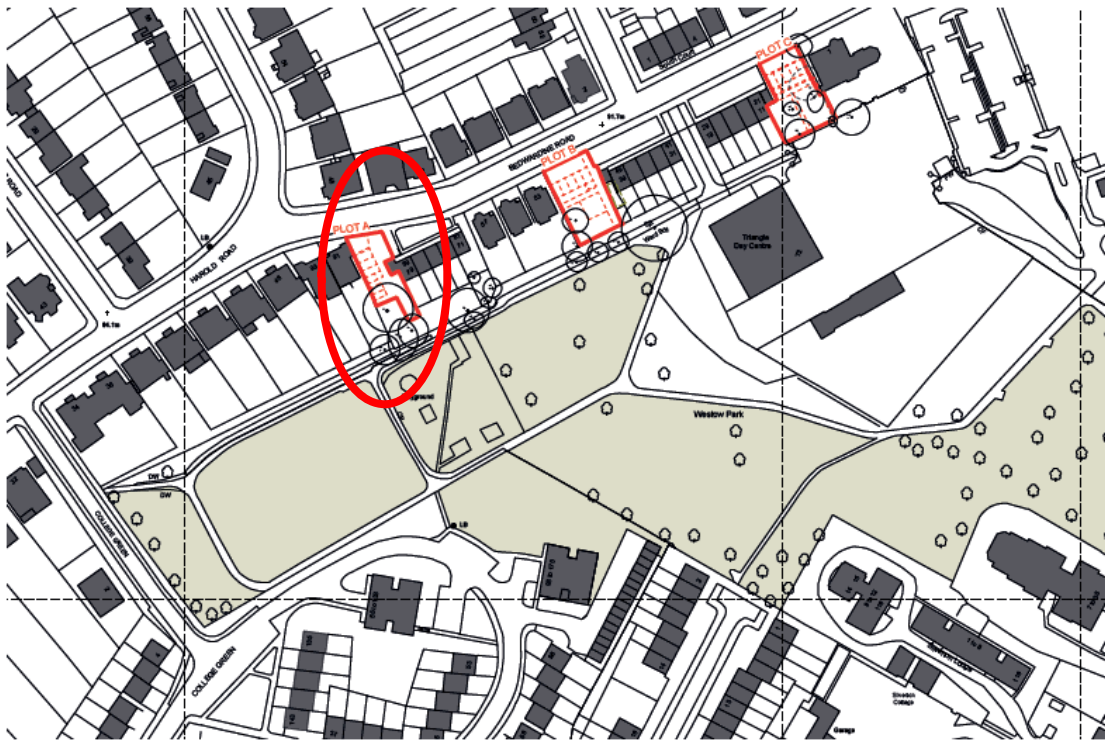


Figure 1: Proposed Development Sites

Planning History

- 3.6 There is no relevant planning history directly related to this site, however there are two other applications submitted by the same applicant which are relevant to this proposal. These are:

Garage Block And Land Adjoining 53, Bedwardine Road, Upper Norwood, London

- **19/00343/FUL** - Demolition of existing garages/storage sheds and erection of a three storey building to provide six flats together with landscaping, refuse/cycle stores and other associated works: **Pending Decision**

Garage Block And Land Adjoining 21 Bedwardine Road, Upper Norwood, London, SE19 3AS

- **19/00346/FUL** - Demolition of garages/storage sheds and erection of a three storey building to provide six flats together with landscaping, refuse

and cycle storage as well as other associated works (amended description): **Pending Decision**

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is a sustainable location for new dwellings and the principle of redevelopment to provide additional housing is acceptable.
- The proposal would contribute positively to borough-wide housing targets and would deliver 3 additional units on site, all of which are proposed to be shared ownership tenure.
- The scale and layout of proposed built form is considered to be appropriate for the site and the contemporary design approach executed with high quality materials and finishes would respect the surrounding character of the area.
- The proposal avoids unacceptable harm to the neighbours' living conditions.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- Other matters including flooding, sustainability, landscaping can be appropriately managed through condition.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of letters sent to adjoining occupiers of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 79 Objecting: 77 Supporting: 2

No of petitions received: 1 Objecting: 1
Signatories: 16

- 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:

Objection	Officer comment
<i>Principle of development</i>	
Cumulative impact of flatted developments within the area.	Each application is assessed on its own merits and cumulatively there is not considered to be a detrimental impact caused by the proposal.
<i>Design and appearance</i>	

Out of keeping with the surrounding area – flats, contemporary design, character, height, bulk, inactive frontages, density, overbearing scale and mass.	This is addressed in section 8.4 and 8.7 to 8.16 of this report.
Detrimental Impact upon the Conservation Area.	This is addressed in section 8.7 to 8.16 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook, daylight and sunlight.	This is addressed in section 8.17 to 8.20 of this report.
Incomplete daylight and sunlight assessment.	This was noted, and the applicant submitted an amended assessment which took into account all windows located within the rear outrigger.
<i>Trees and ecology</i>	
Impact on biodiversity and trees	This is addressed in sections 8.37 to 8.38 of this report.
<i>Highways and parking</i>	
Inadequate parking provision and impact on the existing highway network.	This is addressed in section 8.26 to 8.34 of this report.
The loss of the dropped kerbs will remove pedestrian crossing points and a lack of vehicle passing points.	<p>Whilst this maybe a by-product of the existing large vehicle crossovers, these are not formal pedestrian crossing points. These dropped kerb are noticeably long, without acceptable pedestrian visibility splay and therefore their removal is not considered to detrimentally impact pedestrian crossing to an unacceptable level.</p> <p>Whilst the dropped kerbs would remove the three informal parking points, there would continue to remain acceptable passing points in close proximity to all three sites.</p>
<i>Other material considerations</i>	
There is no social housing provided.	The proposal falls below 10 units and therefore there is no policy requirement to provide affordable housing units. However, the applicant has proposed that the three homes

	will be made available as shared ownership units.
Local transport, schools and health services are already over stretched.	The development will be CIL liable. This is addressed at section 8.41 of this report.

6.3 Following the re-consultation, two previous objectors withdrew their objection and stated their support for the amendments as long as these are adequately secured via condition. Alongside this, a request to restrict permitted development on the proposed building to ensure no further extensions/development of the plot was also requested. *[Officer Comment: As the proposal includes the erection of flats, not houses, the proposed units will not have permitted development rights and therefore should anyone wish to further extend the building or apply to develop the site further planning permission would need to be applied for and considered accordingly].*

6.4 Councillor Stephan Mann has objected to the scheme, making the following representations:

- Overdevelopment
- Conservation Area Impact

6.5 The North Croydon Conservation Area Advisory Panel has made the following representations:

- The proposed in-fill development should not dominate its setting and this proposal would be visually dominant.
- The loss of gap between buildings would result in the loss of the effective division between building styles.
- The design is overly fussy.
- The loss of parking could result in greater pressure on street parking.
- The proposal should be considered against the other two applications to fully consider the cumulative impact on the overall street scene.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

7.2 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:

- Requiring good design.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

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

Consolidated London Plan 2015 (LP):

- 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
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 Parking
- 7.2 Designing out crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM24 Land contamination

- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guidance (SDG) (SPD) (2019)
- Harold Road Conservations Area and Appraisal and Management Plan

8 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development;
- Townscape and visual impact;
- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Cycle and refuse storage;
- Trees and biodiversity;
- Flood risk;
- Other planning matters

Principle of development

8.2 The London Plan and Croydon Local Plan support the delivery of new housing in sustainable locations, to address the need for new housing to suit local communities. Windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the Capital, helping to address overcrowding and affordability issues.

8.3 Policy SP2.7 supports the provision of new family sized dwellings, with a strategic target of 30% of all new dwellings across the borough to be family sized. 1 of the 3 units is proposed to be a small family unit and therefore the proposal would see a 33% uplift in family accommodation on-site.

8.4 The site is in a urban setting with a PTAL rating of 3 and as such the London Plan indicates that the density levels ranges of 200 - 450 habitable rooms per hectare (hr/ha). The proposed density would be 233hr/ha which sits comfortably within the indicative density levels. Regardless of this, it is also important to note that it is not appropriate to apply these ranges mechanistically, as the density

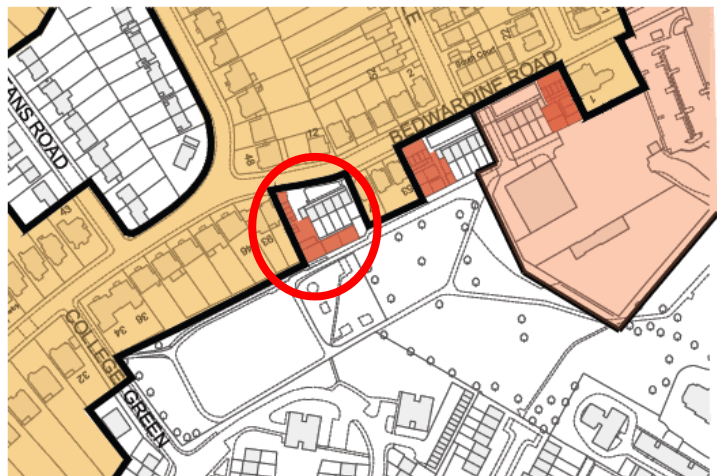
ranges are broad, to account for other factors relevant to optimising potential – such as local context and design.

- 8.5 There are no policy constraints to the demolition of the existing 3 garages on-site and the introduction of residential units, within a residential area, is overall considered acceptable. The impact on the loss of the garages/hard standing area for parking use is further discussed with the parking and highway sections.
- 8.6 As the proposal aims to provide less than 10 units, there is no policy requirement to provide affordable housing units on site. However, the applicant has proposed the three units on this site will be provide as shared ownership units and as agreed with the applicant these will be secured by section 106 accordingly.

Townscape and Visual Impact

- 8.7 The existing site is made of the existing garage and refuses stores. Located at the rear is a lawned area, part of which falls within the site boundary. A number of high quality trees are located at the rear of the site.
- 8.8 The site is directly adjacent to the Harold Road Conservation Area and as well as in a location which could affect the setting of the Upper Norwood Triangle Conservation Area. The existing garages on site are not a positive addition to the streetscene and therefore, their demolition and replacement with a high quality building has the potential to enhance the sites location adjacent to the two conservation areas as shown by figure 2.

Figure 2: Harold Road Conservation Area (shown in Orange), Upper Norwood Triangle Conservation Area (shown in pink) and proposed sites area circled in purple.



- 8.9 The Harold Road CAAMP sets out that Bedwardine Road has a more open feel than the rest of the conservation area. Front gardens are on average 2 metres in depths with low level boundaries and landscaping behind. The architectural character of the street varies with the southern side dominated by insensitive post-war flats (which are omitted from the Harold Road Conservation Area although the flats no's.11 – 29 Bedwardine Road fall within the Upper Norwood Triangle Conservation Area). The Northern Side of the street is marked by a row of small-scale late 19th Century modest cottages. Within the Harold Road Conservation Area, new developments should be of a high design quality,

sympathetic to the area's character with materials carefully chosen to complement the existing conservation areas palette of materials.

- 8.10 The Upper Norwood Triangle CAAMP does not set out specific characteristics for Bedwardine Road in the same way as the Harold Road CAAMP. However, the Upper Norwood Triangle CAAMP sets out that new developments are unlikely due to the lack of vacant development sites unless these result from the redevelopment of sites containing buildings that either make a neutral or detract from the area's special character. New developments should respect the urban grain of historic building lines, as well as the height, scale and massing of adjacent/nearby buildings.
- 8.11 As with the other two applications brought forwards on Bedwardine Road, overall the proposal has considered its location within the wider streetscene, being located adjacent to two conservation areas (as shown within figure 2). The existing building line is varied, with 71 – 89 Bedwardine Road, set significantly back from no.91, which is highlighted as a positive unlisted building within the Harold Road CAAMP.

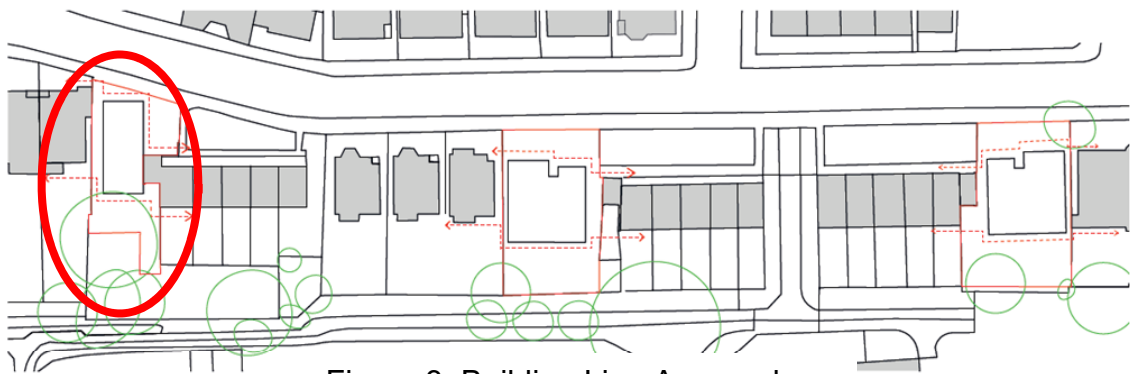


Figure 3: Building Line Approach

- 8.12 As detailed in figure 4, the scale, massing and layout of the site is appropriate, stepping down with the land levels and sitting comfortably between the varied buildings heights and massing's seen throughout Bedwardine Road.

- 8.13 The proposed building layout would follow the curve of the road, and whilst this proposal would screens the flank elevation of no.91 which is a pleasant moment within the streetscene, the proposed development would follow the positive key features seen throughout the positive elements/buildings of the area. For instance integrating recessed and decorative brickwork breaks down the flank elevations (and addressing the street) as well as including street facing gables and articulated bay windows (as seen in figure 4).

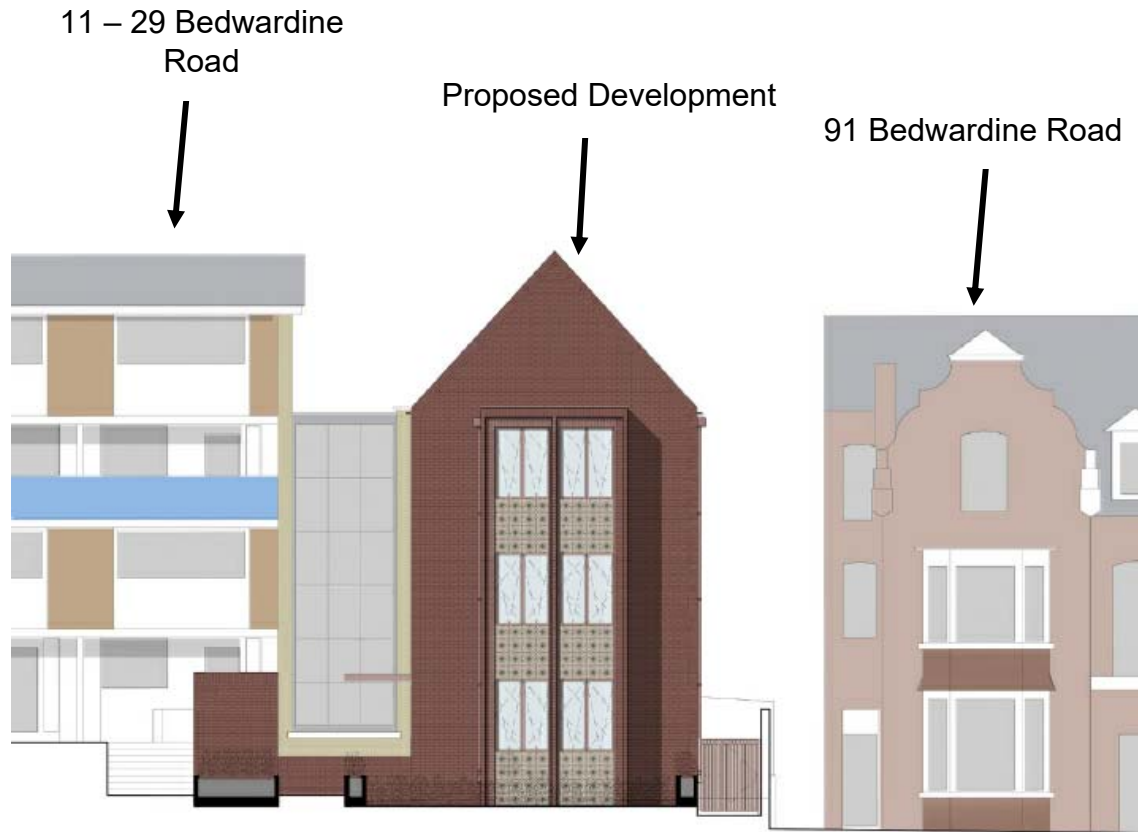


Figure 4: Proposed Streetscene

- 8.14 Due to the location of the building within the site the eastern flank elevation also primarily fronts the street. This has been amended further during the application process to introduce additional fenestration and improved entrance canopy. Alongside this, the amendments have further improved the soft landscaping at the front of the site to create a clear, legible and welcoming entrance for all future occupiers.
- 8.15 The proposed material palette creates a collective unified appearance for the 3 applications seen throughout Bedwardine Road. At the same time this proposal provides an individual identity which relates to the immediate neighbouring buildings which is considered acceptable.
- 8.16 Overall the proposal is considered a positive design approach, to a constrained site which is adjacent to a Conservation Area and provides three additional homes whilst respecting the important heritage assets located around the development.

Impact on Neighbouring Residential Amenity

- 8.17 The properties most affected by the development would be the immediate neighbours (91 Bedwardine Road and 71 - 89 Bedwardine Road), as seen in figure 5.

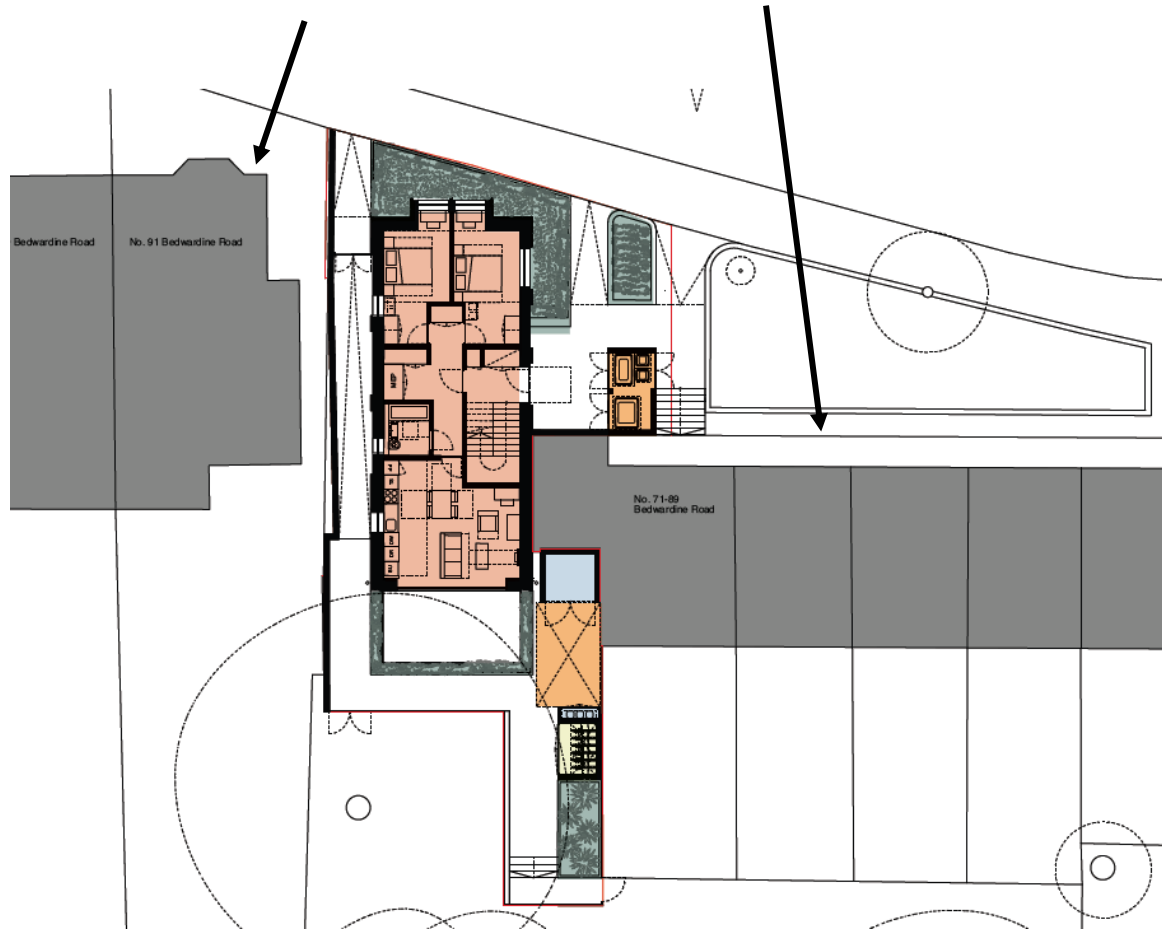


Figure 5 – Proposed Site Plan

91 Bedwardine Road

- 8.18 This single family dwelling-house adjoins the site to the south-east. There is approximately a 3 metre separation between the flank elevation of this adjoining occupier and the proposed building. Whilst there are a number of side facing windows located within this adjoining occupier, these are either non-habitable or secondary windows. As the proposal would continue to allow acceptable daylight and sunlight in accordance with BRE guidance to all habitable spaces, with all proposed flank facing windows conditioned to be obscured glazed/non-opening and that the proposed balconies include privacy screening, overall there is not considered to be a detrimental impact upon this adjoining occupiers amenities.

71 – 89 Bedwardine Road

- 8.19 The proposed building would adjoin the stairwell of this adjoining flatted block and whilst it would not project beyond the rear elevation it is noted to project

beyond their front elevation. However, all of these flats would continue to be provided with acceptable daylight and sunlight in accordance with BRE guidance and outlook as the proposal development is set below and with the proposed fenestration conditioned to be obscured glazed. Therefore, overall the proposal is not considered to detrimentally impact the amenities of this adjoining occupiers.

- 8.20 Whilst the proposed development is likely to generate additional comings and goings to/from the site, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.

The standard of accommodation for future occupiers

- 8.21 The proposal would comply with internal dimensions and minimum GIA required for units, bedrooms sizes and floor to ceiling heights by the Nationally Described Space Standards. All units have primary outlook both to the front of the site, with secondary/non-habitable windows located within the flank elevations.
- 8.22 All units are afforded within external amenity space which adheres with the London Housing SPG and subsequent Croydon Plan Policy. The ground floor unit are afforded a larger private amenity area which is in excess of the standards set out. Details in relation to the final boundary treatments between these private amenity spaces and the rear cycle/refuse storage area will be key to ensuring that future residents feel safe and secure and are proposed to be secured via condition.
- 8.23 Whilst the units are not afforded any communal or child play space, owing to the sites location directly adjacent to a Westow Park with dedicated children's playground, overall the approach to provide solely private amenity space is considered acceptable.
- 8.24 In terms of accessibility, level access would be provided from the front door to the two ground floor units. London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint to provide the required accommodation, the applicant has proposed that the ground floor unit is M4 (2) which is welcomed and proposed to be secured by condition.
- 8.25 The development would provide high quality accommodation including small family sized housing all with adequate layout, space, and amenities for future occupiers.

Parking and Highways

- 8.26 As set out above, the site has a PTAL rating of 3. The site is closely located for the District Centre and the amenities on offer as well as a number public transport methods available within the surrounding area.
- 8.27 The site is within 350m walk of the District Centre and the full range of amenities on offer as well as a number public transport methods available within the surrounding area.

- 8.28 Whilst this application is a stand-alone application due to the other two applications on Bedwardine Road currently also for consideration, the cumulative impact of these proposals has been considered. Across the three sites, 13 garages would be demolished and a maximum of 14 car parking spaces would be removed to facilitate the development. It should be noted that the garages are not built to current standards and as such are generally not large enough to park a modern vehicle in. Most of the car parking spaces are located in front of garages and so give rise to tandem parking.
- 8.29 Based upon local census data and car ownership, as well as the relevant policies, overall the proposed developments could create a demand for 8 parking spaces. The proposals would however result in the creation of 8 additional on-street car parking spaces with the proposed removal of the existing dropped kerbs and creation of parking bays. Therefore, the parking demand generated by new residents could be reasonably accommodated through the creation of new bays. 27 forecourt parking spaces and garages would be removed but as set out above, minimal weight should be given to these as parking spaces.
- 8.30 The submitted transport assessment has been submitted with a parking stress survey, which has indicated that whilst the parking within the surrounding area is limited, there remains adequate capacity. These surveys show that there are on average 70 spaces available at busiest times and 79 on weeknights. Taking into account the cumulative impact of a nearby scheme (45 Harold Road) this is adequate space for any overspill parking from the garages, carparking spaces to be lost or parking generated by the scheme.
- 8.31 Representations have raised concerns around the submitted transport assessment and the robustness of this. The assessment has however considered the presence of a bus cage area in Chevington Road reducing the number of available spaces accordingly within this street; College Green is noted to provide some opportunities to provide parking on one side. Whilst the junction adjacent to Harold Road is limited (being approximately 4.5 metres in width and including double yellow lines), the street widens to approximately 5.5metres. Should emergency vehicles need to access College Green, it is considered that this would continue to be possible without altering the existing scenario and impacting upon pedestrian safety; Harold Road, is approximately 7.3 metres in width and whilst pavement parking was noted on the case officers visit, representation have questioned the legality of this approach and the impact this has on the parking assessment. Harold Road's width compares to that of Bedwardine Road where parking is permitted on both side of the street. Therefore, overall it is considered that the parking could be facilitated on both sides of the road, with up to 8 passing spots, should there be no pavement parking; The parking assessment also indicates that vehicles are parked opposite the junction of Orleans and Harold Road, but considers these located within an unrestricted areas which would obstruct vehicles from passing and are considered not to be useable parking spaces; Although the disabled bay located on South Vale has not been included within the assessment, this does not alter the available amount of parking spaces which has originally been totalled. As such, officers are satisfied with the robustness of this assessment.

- 8.32 Regardless of the points above, even if the proposed parking spaces within College Green and Harold Road (to Vermont Road) were discounted as a worst case scenario, there would continue to be 17 car parking spaces on a Saturday and 26 spaces available overnight within the surrounding area. Whilst the majority of the spaces are set away from Bedwardine Road, owing to the proximity of the District Centre, the proposal is considered to have an acceptable impact upon parking and highway safety and capacity.
- 8.33 The site is on the edge of a District Centre and there is a significant amount of on-street parking. Considering the parking stress levels set out above, officers consider it pertinent to restrict future occupiers from applying for future parking permits should a Controlled Parking Zone be introduced in the future. This can be secured by a legal agreement.
- 8.34 It is recommended that all works associated with raising the dropped kerbs are completed prior to the first occupation of the units and that a Demolition, Construction Logistics and Environmental Management Plan will be required by a condition before commencement of work, particularly given the existing parking situation and proximity to the residential adjoining occupiers. This should also outline measures to minimise noise and dust impacts, and disruption to neighbours.

Cycle and Refuse Storage

- 8.35 Dedicated refuse stores are proposed to be located at the front of the site. These have been amended during the course of the application process, to reduce their dominance and scale, alongside improving the access to and from the adjoining flats (71 – 89). Overall it is considered that the proposed location and quantities are appropriately positioned for waste personnel, as well as existing and future residents. Details of the stores, including the materials and final appearance are proposed to be secured by a condition.
- 8.36 6 cycle spaces are proposed adjacent to the refuse storage area providing above London plan standards for the proposed development. Details of the store, ensuring it is safe, secure and undercover, including the appearance, materials, size and type of stands size are proposed to be secured by a condition.

Trees and Biodiversity

- 8.37 There are noted to be a number of A and B grade trees located to the rear of the site, although these do not fall within the sites boundary. Appropriate protection measures are detailed within the applicant's submission to protect the trees during/after construction. These details are proposed to be secured by condition to ensure the works are undertaken in accordance with the arboricultural assessment. Minor works to the crown of one tree are proposed which are acceptable.
- 8.38 The site is adjacent to Westow Park, a site of nature conservation. The applicant has considered the sites potential impact upon any protected habitats and species. Recommendations are proposed on a pre-cautionary basis alongside ecological improvement proposed within section 7 of the submitted report.

Specific on-site improvements are proposed to be secured by condition for each individual site, based upon its sites opportunities.

Flood Risk

- 8.39 The application details that the site is at risk from surface water flooding once in every 1000 years, although it is noted not to be in an area at risk from groundwater or fluvial/pluvial flooding. The proposed flood risk assessment has considered the potential risk to the site and set out appropriate mitigation methods which will be secured by condition.

Other planning matters

- 8.40 Conditions are recommended in relation to carbon emissions and water use targets for the development, to achieve sustainability objectives in accordance with policy.
- 8.41 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

Conclusion

- 8.42 The site is in a sustainable location for new housing development, and the scale, size and amount of development is appropriate for its setting. The new dwellings would provide a good quality and appropriate mix including a small family sized dwelling with cycle storage and acceptable rearranged refuse storage for the future occupiers and adjoining site. The impacts on neighbours would be largely limited to the construction period and on balance the impact upon parking and highways would be acceptable.
- 8.43 The proposal would comply with the Croydon Local Plan 2018 and would be acceptable. Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.
- 8.44 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted subject to a legal agreement for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.