

**1.0 APPLICATION DETAILS**

Ref: 21/05562/FUL  
 Location: 48 Maberley Road, Upper Norwood, London, SE19 2JA  
 Ward: Crystal Palace and Upper Norwood  
 Description: Demolition of existing dwelling house and construction of new replacement building comprising 8 residential flats with associated cycle parking, waste stores and landscaping.

Drawing Nos:

- 2274(10)000 Existing Topographical Site Plan - rev B
- 2274(10)100 Existing & Proposed Site Location Plan & Block Plans - rev A
- 2274(11)000 Proposed Site Layout - rev E
- 2274(20)000 Existing Ground & First Floor Plans rev A
- 2274(21)000 Proposed Ground floor plan - rev G
- 2274(21)001 Proposed First floor plan - rev C
- 2274(21)002 Proposed Second floor plan - rev D
- 2274(21)003 Proposed Third floor plan rev D
- 2274(21)004 Proposed Roof plan rev B
- 2274(30)000 Existing Elevations rev A
- 2274(31)000 Proposed West Elevation - rev E
- 2274(31)001 Proposed East Elevation - rev F
- 2274(31)002 Proposed South Elevation - rev D
- 2274(31)003 Proposed North Elevation - rev D
- 2274(31)004 Proposed Bike Store Details - rev A
- 2274(40)001 Existing Sections A-A & B-B - rev A
- 2274(41)001 Proposed Sections A-A & B-B - rev B
- 2274(80)002 Proposed 3D Visual - rev A
- 2274(80)003 Proposed 3D Visual - rev A

Applicant: Michael Overton, Hambridge Homes  
 Case Officer: Laura Field

	<b>1 bed (2 person)</b>	<b>2 bed (3 person)</b>	<b>2 bed (4 person)</b>	<b>3 bed (5 person)</b>	<b>5 bedroom</b>	<b>TOTAL</b>
<b>Existing</b>	0	0	0	0	1	1
<b>Proposed (all market housing)</b>	4	1	1	2	0	8

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
0	16 plus 2 visitor spaces and 1 adaptable bike store

1.1 This application is being reported to Planning Committee in accordance with the following Committee Consideration Criteria:

- Objections above the threshold
- Application referred by Local Ward Councillor, Stephen Mann

## **2.0 RECOMMENDATION**

2.1 That the Planning Committee resolve to GRANT planning permission subject to the completion of a legal agreement to secure the following:

- Removal of any future parking permits
- A financial contribution of £12,000 for sustainable transport improvements and enhancements.

2.2 That the Director of Planning and Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Director of Planning and Sustainable Regeneration has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

### CONDITIONS

1. Commencement time limit of 3 years
2. Carried out in accordance with the submitted drawings and reports

#### Pre-commencement conditions

3. Submission of construction environmental management plan for biodiversity
4. Submission of Construction Management Plan and Construction Logistics Plan

#### Prior to above ground floor works

5. Submission of Biodiversity Enhancement Strategy
6. Materials / details to be submitted
7. Landscaping details to be submitted
8. Submission of SUDS details

#### Pre-Occupation Conditions

9. Submission of cycle and refuse storage details

#### Compliance conditions

10. Commencement time limit of 3 years
11. Carried out in accordance with the submitted drawings and reports
12. Carried out in accordance with the submitted tree protection plan
13. Carried out in accordance with the submitted ecology report
14. Carried out in accordance with the submitted fire strategy

15. Carried out in accordance with the submitted noise assessment and vibration assessment
16. Development in accordance with accessible homes requirements M4(2) with one M4(3) home
17. Compliance with energy and water efficiency requirements
18. Window restrictions- obscure glazing in the side elevations
19. Compliance with noise levels from any air handling units, mechanical plant, or other fixed external machinery
20. Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration

#### INFORMATIVES

1. Granted subject to a Section 106 Agreement
  2. Community Infrastructure Levy
  3. Network rail informatives
  4. Construction Logistics Informative and Environmental Health informative
  5. Party Wall
  6. Highways informative in relation to s278 required
  7. Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration
- 2.4 That, if by 24<sup>th</sup> May 2022 the legal agreement has not been completed, the Director of Planning and Sustainable Regeneration is delegated authority to refuse planning permission.

### **3.0 PROPOSAL AND LOCATION DETAILS**

#### **Proposal**

- 3.1 The applicant seeks full planning permission for the demolition of existing dwelling and construction of new replacement building comprising 8 residential flats with associated cycle parking, waste stores and landscaping.



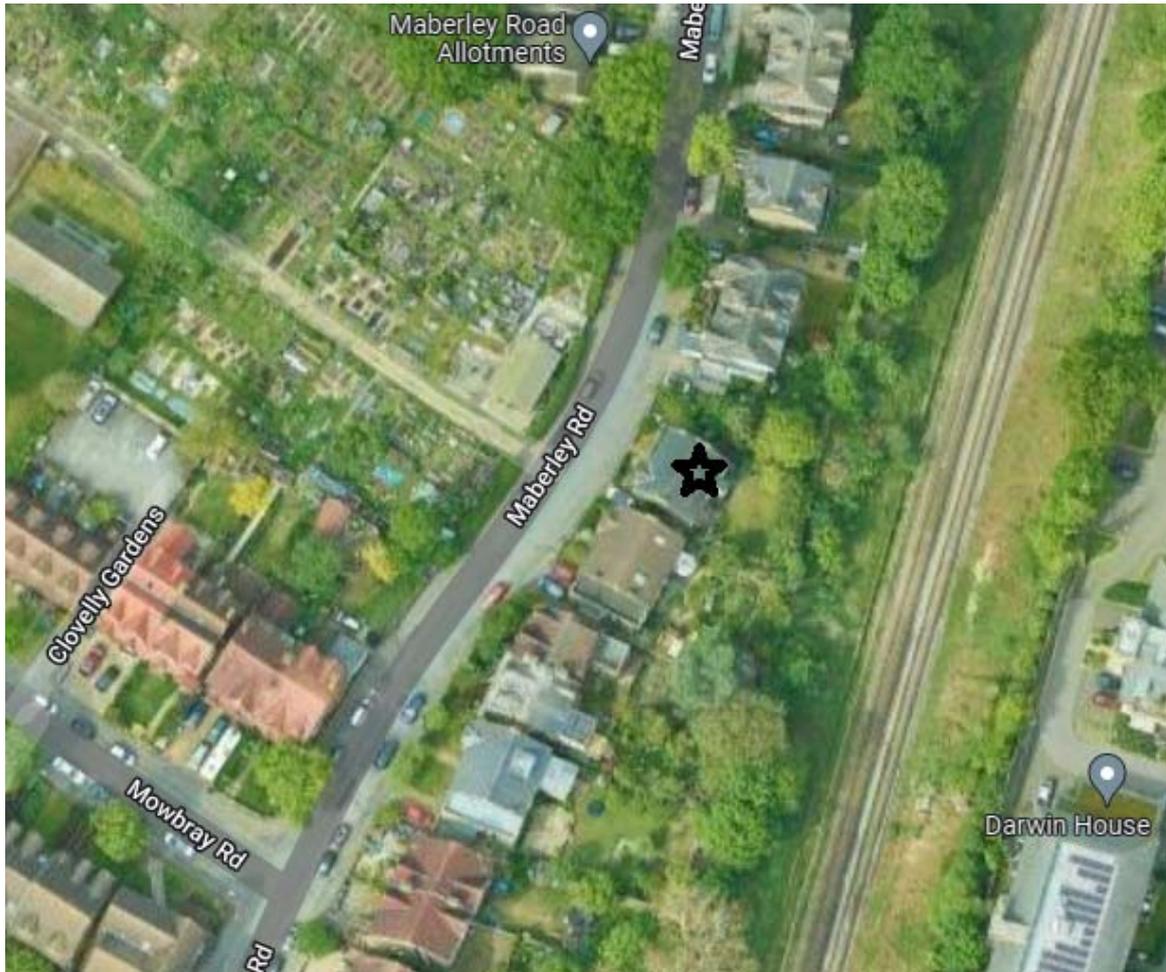
*Figure 1-CGI of proposed development at 48 Maberley Road*

- 3.2 During the course of the application amendments have been received. These mainly cover, changes to the bin and cycle store and some elevational and materials changes. Given the extent of the changes, the Council re-consulted adjoining occupiers. The time period for the submission of further comments has now passed and these are included within section 6.0 below.

### **Site and Surroundings**

- 3.3 The application site is located on the eastern side of Maberley Road and is currently occupied by a two storey detached property with railway line to rear. The area is predominantly residential with some allotments directly opposite the site and Anerley Road to the north serving Crystal Palace. The road comprises largely Victorian properties with some more recent additional of various scales. Some of the buildings are single dwellings but many have been converted into flats over the year.

- The site has a Public Transport Accessibility Level (PTAL) of 4 which is considered to be good.
- The road and around the site is in high risk of surface water flooding.
- There are no protected trees on the site.
- There are no specific local plan policy designations against the site



*Figure 2-Aerial view of site*

### **Planning History**

- 3.4 21/03337/PRE– a pre-application enquiry was considered for the demolition of existing dwelling house and construction of new apartment building with 8 apartments, (3No 1bed, 2No 2bed, 2No 3bed) including bin and bike stores and associated landscaping.

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

- The principle of the intensified residential development is acceptable given the residential character of the surrounding area and the need for housing nationally and locally.
- The proposal provides an appropriate mix of family units and offers good quality accommodation for future residents.
- The design and appearance of the development would not harm the character of the surrounding area.
- The proposed scheme would not have an adverse impact on ecology and seeks to deliver an enhancement to the biodiversity of the site and wider area.
- The living conditions of adjoining occupiers would be protected from undue harm.

- The quantity of parking provision and impact upon highway safety and efficiency would be acceptable.
- The proposal would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.

## 5.0 CONSULTATIONS

5.1 The views of the planning service are set out below in the material considerations section of this report.

### PLACE SERVICES (Council's ecological advisor)

5.2 No objection subject to conditions [*Officer Comment: the conditions are recommended be attached to the planning permission*].

### Network Rail

5.3 Informative *suggested* [Officer comment: informatives are recommended to be attached to *the planning permission*].

### Environment Agency

5.4 Consulted. No response received.

## 6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 15 letters of notification to neighbouring properties as well as a site notice which was erected outside of the site and then re-consultation undertaken. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 122; Objecting: 121; Supporting: 2

6.3 Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

<b>Objection</b>	<b>Officer comment</b>
<b><i>Character and design</i></b>	
Overdevelopment of the site and harm to the character and appearance of the area	Acknowledged and addressed in paragraphs 8.8 to 8.13
Building is overbearing, too tall, out of character / not in keeping with the area/eyesore	
Objection to demolition – one of the last remaining original houses- loss of heritage building, should be	Acknowledged and addressed in paragraph 8.7

considered for a locally listed building and a heritage area	
<b>Neighbouring amenity impacts</b>	
Overlooking and privacy concerns	Acknowledged and addressed in paragraphs 8.21 to 8.29
Impact on daylight/sunlight/loss of light/overshadowing to gardens and windows and rooms of surrounding properties and the allotments	
Noise and disturbance	
Location of cycle storage and party wall and difficult to maintain property	Party wall agreement is a private matter. An informative is suggested. The adaptable cycle store is single storey to the side of the proposed building. Therefore there no significant impact on neighbouring properties
<b>Parking and highways</b>	
Insufficient parking will lead to overspill parking on surrounding road. Lack of on street parking	Acknowledged and addressed in paragraphs 8.35 to 8.41
Highway safety and traffic congestion. Chaos on an already busy road with a bus route, access to allotment, risk to school children's' safety with route to school	
Insufficient refuse storage	
Impact of demolition and construction on general pollution and noise and disturbance and on the bus route, ability to use the allotment and general chaos on busy road which is already a bus route and a school route	Acknowledged and addressed in paragraph 8.37
<b>Other</b>	
No improvement to supporting infrastructure and already pressure on local amenities	A CIL contribution will be provided and addressed in paragraph 8.44
The allotment should have been consulted	Letters were sent to all those properties which adjoined the site. Due to the open space of the allotment, a site notice was erected. This satisfies statutory consultation requirements.
Inaccuracies in the submission including the boundary	The applicant has confirmed that the red line overlaid on the Existing and proposed Site location Plan & Block Plans (drawing number 2274(10)100 Rev A) is the land

	<p>registry title plan overlaid on the site and is correct.</p> <p>The red line on the other proposed plans is the existing fence line but does fall inside the title of 48 Maberley Road.</p>
Loss of a family home and no family accommodation	Acknowledged and addressed in paragraphs 8.2 and 8.3
No affordable housing	The scheme does not meet the policy threshold for affordable housing and it is not required.
Impact on flooding and subsidence issues	<p>Flooding is acknowledged and addressed in paragraph 8.42</p> <p>In relation to subsidence, this is matter for Building Control to ensure foundations are satisfactory.</p>
Impact on wildlife/biodiversity including protected species such as slowworms, bats, birds and loss of habitat	Acknowledged and addressed in paragraphs 8.33 and 8.34
<p>Impact on trees</p> <p>Loss of trees and impact nesting birds prior to the application be submitted</p>	<p>Acknowledged and addressed in paragraphs 8.20 to 8.32</p> <p>It should be noted there is no Tree Protection Order on the site and the removal of the trees took place prior to the application being submitted and therefore outside the scope of this application.</p>
Impact on carbon footprint and sustainability	Acknowledged and addressed in paragraph 8.3
Impact on property prices	The is not a planning consideration

6.4 Local Ward Councillor, Stephen Mann, objected to the proposed development and referred the planning application to planning committee, raising the following concerns:

- Overdevelopment

6.5 Following consultation, the Norwood Society objected on the following grounds:

- The design is poor and out of keeping with the character of the road
- Impact on adjoining occupiers
- Little capacity on the road for additional parking
- Too dominate and negative impact on the street scene and destroys the character of the area
- The amendments do not overcome the concerns raised
- The cycle parking is on the boundary and looks like it cannot be built

## 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 London Plan (2021), the Croydon Local Plan (2018) and the South London Waste Plan (2012).

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

7.3 The main planning Policies relevant in the assessment of this application are: London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire Safety
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- G5 Urban Greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S112 Flood risk management
- S113 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (2018):

- 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
- DM25 Sustainable drainage systems and reducing flood risk
- SP7 Green Grid
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

#### Supplementary Planning Documents/Guidance

- Croydon Suburban Design Guide SPD (2019)
- Section 106 Planning Obligations in Croydon and their relationship to the Community Infrastructure Levy (2019)
- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)
- Croydon SPG 12: Landscape Design

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Design and impact on the character of the area
- Quality of accommodation
- Impact on neighbouring residential amenity
- Trees and landscaping
- Ecology and Biodiversity
- Access, parking and highways impacts
- Flood risk and energy efficiency

### **Principle of Development**

8.2 The existing use of the site is residential (C3) and as such the principle of redeveloping the site for residential purposes is acceptable in land use terms. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes and Policy SP2.2 states that the Council will seek to deliver 32,890 homes between 2016 and 2036, with 10,060 of said homes being delivered across the borough on windfall sites. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H2 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Given the above, the principle of intensifying the residential use of the existing site is acceptable.

- 8.3 Policies SP2.7 and DM1.1 set a strategic target for 30% of all new homes over the plan period to have 3 or more bedrooms and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes in order to ensure that the borough's need for family sized units is met and that a choice of homes is available in the borough. The proposed scheme demolishes the existing family house, but would provide two 3-bedroom homes, resulting in a net increase in family accommodation on the site. This would result in 25% of the proposed dwellings being family accommodation, which is just below the strategic target. However, as it is an increase over what currently exists on the site, on balance it is considered acceptable.
- 8.4 The Croydon Local Plan has identified that some existing residential areas have the capacity to accommodate growth without significant change to its character. Several approaches have been outlined within the Suburban design Guide SPD (SDG). The proposal would see the replacement of single family dwelling housings with a flatted development that would increase the existing density, massing and footprint.
- 8.5 This approach optimises the development potential across the site and allows for better use of previously developed land. Therefore, the principle of development in terms of land use is acceptable and would be supported in policy terms.
- 8.6 The proposed scheme on the site for 8 units would not trigger affordable housing contributions in line with policy SP2 or London Plan policy H4 or H5.

### **Design and impact on the character of the area**

#### Demolition and heritage

- 8.7 The proposal includes the demolition of the existing house. The site doesn't lie in a conservation area nor is it locally or nationally listed. Representations have raised the fact that this building should be listed and/or in a conservation or heritage area. The council's Conservation Officer has looked at this building and in terms of adding this property to the local List of Buildings or heritage areas, the Council does not undertake ad hoc reviews of buildings which are to be included on the Local List. It is also noted this building doesn't hold additional special features to deviate away from this. There is no statutory or policy protection on the current building. Therefore, there is no 'in principle' objection to its demolition.

#### Height, scale, massing

- 8.8 The proposed building would respect the existing building lines of the neighbouring properties which front Maberley Road in terms of their orientation and siting.
- 8.9 The height of the proposed building fronting Maberley Road is considered to be acceptable and in line with the objectives of the Croydon Local Plan and the Suburban Design Guide. Local Plan Policy DM10.1 states that new developments should be of at least three storeys. The height of the development

would be three full floors with accommodation in the roofspace, therefore complying with the aims and objectives of the guidance and policy.

8.10 With regards to the layout and siting of the proposed development, it is considered that the siting of the built form is acceptable. The proposals are set away from the neighbouring side boundaries maintaining a separation distance between the proposed building and the existing neighbouring properties. This development pattern is consistent with the surrounding built form which contributes to the suburban character of the area.

8.11 Overall it is considered that the height, massing, scale and site layout of the proposed development, would be in line and consistent with the aims and objectives of Policy DM10 and the Suburban Design Guide.

### Detailed design

8.12 The design principles of the building fronting onto Maberley Road have been drawn from the contextual character analysis. Maberley Road is characterised by a number of high Victorian town houses. The proposal takes a modern interpretation of this typology utilising traditional materials and reinterpreting building features along the road. Twin gables are proposed on either side of the main entrance to align with buildings of a similar scale along Maberley Road, in order to provide presence, rhythm and a consistent frontage across the surrounding area, helping to knit the scheme into the existing context.



Figure 3: Proposed front elevation within the streetscene



*Figure 4-CGI of proposed development at 48 Maberley Road*

8.13 The proposal would be in keeping with the traditional architectural styles of the existing dwellings within the local area. The building is proposed in a red brick and materials to match the neighbouring No 50 Maberley Road is considered appropriate and sympathetic given the character and appearance of the surrounding area. A condition is required for details of materials.

#### **Quality of Accommodation and internal layout**

8.14 The National Design Guide states that well designed homes should be functional, accessible and sustainable. They should provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them. Homes should meet the needs of a diverse range of users, taking into factors such as ageing population and cultural differences. They should be adequate in size, fit for purpose and adaptable to the changing needs of their occupants over time. London Plan Policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments. All proposed units comply with the minimum space standards and internal layouts provide hallways and adequate storage space.

8.15 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and

storage. All of the proposed units would meet the minimum required gross internal floor area. Each flat would be dual aspect, which will improve cross ventilation, providing greater flexibility in the use of rooms whilst also being better equipped for future adaptability. This would also provide sufficient daylight to enter the units whilst also providing a good level of outlook for the future occupiers of the development.

- 8.16 Each unit would be provided with either private amenity area on the ground floor or a private balcony on the upper floors in excess of the minimum standards. All units would have access to a communal garden which is of a sufficient size to incorporate playspace of 12.8m<sup>2</sup> required by the Croydon Local Plan. The site is less than 0.1 miles away from South Norwood Lake and Grounds, which features a large children's play area right on the Maberley Road entrance to the park.
- 8.17 Good design promotes quality of life for the occupants and users of buildings. This includes function, buildings should be easy to use. It also includes comfort, safety and security. In terms of accessibility, all of the units would be M4(2) compliant with step free access, and provision of a lift. Flat 1 would be secured as an M4(3) home via condition.
- 8.18 London Plan Policy D12 required that development proposals should achieve the highest standards of fire safety at the earliest possible stage: *'In the interest of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of safety'*. The fire safety statement has been prepared with the level of detail that is appropriate and reasonable to the scale of development. The statement indicates that all dwellings would be fitted with means of warning, means of escape designed and fire and rescue would stop directly outside the building. It is considered that the statement that has been submitted is sufficient to fulfil the requirements of D12.
- 8.19 Given the close proximity to railway line, the applicant has submitted a noise survey and a vibration assessment. The Council's Environmental Health Officer has assessed the submission and suggested various conditions including compliance with the reports submitted. This would result in a satisfactory internal environment for future occupiers.
- 8.20 Overall the proposal is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space in accordance with Local Plan Policies SP2 and DM10 and London Plan policies D6, D7 and D12.

### **Impacts on neighbouring residential amenity**

- 8.21 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.
- 8.22 Representations have been made by the neighbours from adjoining and surrounding properties, with regard to impact on overlooking, outlook, privacy

and amenity. Officers have assessed the impact on directly affected neighbours. Given the railway line to the rear of the site, the properties with the potential to be most affected are the neighbouring properties at numbers 46 Maberley Road and 50 Maberley Road. The site is situated immediately opposite allotments which has a hedge as a boundary and there is a single storey building in the allotments opposite the site. Therefore, would be no undue neighbouring impacts in this regard.

50 Maberley Road (converted into four flats) and 46 Maberley Road

8.23 The new building would be situated at the front of the site in a similar location to that of the existing dwelling. The building would extend beyond the rear of 46 Maberley Road by approximately 3.7 metres and approximately 5.4 metres beyond the building at 50 Maberley Road. However, there is a 8.4 metre distance between the two buildings (the proposal and at number 50). Based on the submitted drawings, it has been demonstrated that the proposals do not intersect the 45 degree lines in plan when measured from the nearest ground floor neighbouring habitable room windows. Whilst the 45 degree line would be breached in elevational form to the rear, a detailed daylight and sunlight assessment has been submitted and it is important to note that the neighbouring building at 46 Maberley Road is to the south of the development so will not fall in shadow. A full assessment is below.



Figure 5: Block plan showing 45 degrees



Figure 6: Elevation plan showing 45 degrees

- 8.24 There are 7 windows on the flank elevation of 50 Maberley Road serving hallways, non-habitable rooms and a kitchen to serve Flat D. There is one window in the flank of 46 Maberley Road. This is a small side window to a bedroom which is also served by a larger roof light.
- 8.25 A Daylight and Sunlight Assessment has been submitted with the application. The side window and the room it serves on no. 46 is assessed. The existing scenarios Vertical Sky Component (VSC) is 56.03% and the proposed VSC's totals is 46.72%. The result in a ratio of change of 0.83 which is above the 0.8 BRE guideline value and the retained VSC is above 27%. The reduction in daylight would be within the permitted tolerance set out within the BRE guidelines.
- 8.26 The Daylight and Sunlight Assessment also concludes that any changes to the daylight received by habitable rooms of the neighbouring buildings will not be significant. Sunlight and overshadowing analysis has also been undertaken as part of this assessment. In terms of sunlight, it is concluded that the proposal scheme will have a negligible impact on neighbouring buildings. The rear gardens of number 46 and 50 have also been tested in terms of overshadowing and the proposal will not result in a noticeable increase in overshadowing, within BRE guidelines.
- 8.27 With regards to the proposed height of the building and as noted previously, the built form is arranged over three stories with accommodation within the roof

space The Local Plan and the Suburban Design Guide encourage development of this height within such locations. Based on this policy position, it is considered that the proposed height of the dwellings would be acceptable and in accordance with local policy and would therefore have a minimal impact on the outlook or the amenity of the neighbouring dwellings. Windows in the flank elevations above ground floor either serve non-habitable rooms or are secondary in nature so could be conditioned as obscure glazed to prevent overlooking, whilst rear balconies would be suitably screened.

- 8.28 Given the developments compliance with the separation distances, siting, design and heights set out within the Local Plan and the Suburban Design Guide, overall the proposals are not considered to result in significant harm to the outlook, privacy and amenity of the neighbouring properties along Maberley Road.
- 8.29 The proposed development would not result in undue noise, light or air pollution uncommon to a residential area, as a result of an increased number of occupants on the site. The increased number of units would increase the number movements to and from the site, but this would not be significant and would not be overly harmful in respect of general noise and disturbance. Overall it is considered that the proposal complies with the requirements of Policy DM10.6 of the Local Plan.

### **Trees and landscaping**

- 8.30 Policy DM10.8 seeks to retain existing trees and vegetation and policy DM28 requires proposals to incorporate hard and soft landscaping. Objections have been raised in relation to the felling of trees, however, there are no Tree Preservation Orders on the site and this took place before the application was submitted.
- 8.31 The scheme would involve the loss of one individual tree and one group of trees. The trees to be removed are within the C category. The proposed development will result in some slight incursions into the root protection areas of the retained trees however, a tree protection plan has been submitted and the mitigation and protection measures are considered appropriate in relation to minimising the harm to the health of the existing trees. A condition has been recommended that the development is carried out in accordance with this plan. This has been reviewed by the Tree Officer who has raised no objection.
- 8.32 The proposal provides an opportunity to plant a number of trees as part of the submitted landscape strategy. 10 new trees are proposed throughout the site and include species such as wild cherry. It is considered that the landscaping proposals would positively contribute to the suburban character of the surrounding area. Further details would be subject to condition. Overall the proposed landscaping proposals are acceptable and comply with Local Plan policy DM10.8.

### **Ecology and Biodiversity**

- 8.33 This application was accompanied by a Preliminary Ecological Appraisal (PEA) and further information during the course of the application and it concluded that

no protected species are considered likely to occur within the site other than breeding birds. Whilst no objections were received, conditions have been recommended by the council's ecology specialist. This includes a Construction Environment Management Plan (Biodiversity) in order to secure appropriate on-site mitigation for species such as birds, reptiles, bats and hedgehogs, during construction. The submitted documentation gives an indication of how the scheme seeks to achieve biodiversity net gain on site such as bird boxes, bat roosting structures inclusion of plant species of known value to wildlife.

- 8.34 Officers are satisfied that the information provided gives certainty of the likely impacts on protected and Priority species and habitats, with appropriate mitigation measures secured. Subject to the recommended conditions the development is considered acceptable in terms of mitigating the impact to wildlife and biodiversity.

### **Access, Parking and Highway Safety**

- 8.35 The site has a Public Transport Accessibility Level (PTAL) of 4 which indicates good access to public transport. The Site is well-served by a range of public transport options. Crystal Palace overground station located 750m (10-minute walk) to the northeast of the site, and Anerley overground station is located 1.2km to the east of the site (14-minute walk). Additionally, regular bus services operate from along Maberley Road towards Crystal Palace and Wallington, and a ZipCar Car Club is located approximately 100m from the Site. London Plan Policy T6.1 'Residential parking' identifies that new residential development should not exceed the maximum parking standards set out in Table 10.3 – these standards state that residential development in Outer London PTAL 4 should provide a maximum of 0.5-0.75 spaces per dwelling.

#### Car parking

- 8.36 The scheme proposes the development to be car free. Representation raised concern over inadequate provision of parking spaces for 8 dwellings given the road is currently busy with the school in close proximity, the bus route and the allotment. The applicants have submitted a Transport Statement with the application. The results in the table stated that existing levels of parking stress were recorded as 75% and would increase to 80% as a result of the development proposals. This has been assessed by the Council's Strategic Transport section and the calculation for the extant parking stress is 77% and would increase to 81% if the development were permitted. However, the parking stress of 81% when accounting for the proposed development at 48 Maberley Road, would still be below the LBC parking stress threshold of 85% and therefore, overspill parking would not be a material concern. Furthermore as a response to climate change and sustainable development, new developments should not provide excessive car parking, especially given that there is public transport provision and a car club in close proximity of the site. It is considered that the proposals could be accommodated without significant detriment to the operation of the local highway network.
- 8.37 A Construction Logistics Plan has been submitted however the information that has been submitted requires further detailed information to be submitted. Therefore, a condition is recommended. This would include site specifics such

as the bus route and the allotment entrance and a condition survey of the public highway.

- 8.38 A financial contribution of £12,000 will be secured through a Section 106 contribution that will go towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's and/or highway changes such as on street restrictions or membership of car club for the units for 3 years. This is required because of the increased traffic generated from the increased number of units and will help promote alternative, sustainable transport modes. A S278 agreement will be required for any works to the public highway including reinstatement of redundant crossovers.
- 8.39 Accordingly, the car parking arrangements comply with Local Plan policy DM30 and London Plan policy T6.

#### Cycle parking

- 8.40 Policy DM30 and London Plan policy T5 and Table 10.2 would require provision of a total of 14 long stay and 2 short stay cycle parking spaces for residents. Long stay cycle parking (16 spaces) has been located within the rear garden area and the 2 short stay spaces are provided towards the frontage. There is also adaptable cycle storage with an electric charging point to the side of the proposed building. This arrangement is considered acceptable and full details will be secured at the condition stage.

#### Refuse / Recycling Facilities

- 8.41 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The bin stores are located to the side of the development site and are of an appropriate size to accommodate the required bins. Their location would be an appropriate location for collection by operatives. The location of bulky waste storage has also been provided within the site layout plan and is acceptable. Gradients have been provided to ensure that the refuse store is accessible.

#### **SuDs, Flood Risk and Energy Efficiency**

- 8.42 The site is within flood zone 1 and in a high risk of surface water flooding area. A Surface Water Drainage Assessment has been submitted with the application. The hardstanding areas will incorporate permeable paving which drain to adjacent soft landscaping areas. The proposal also includes a flow restriction within a new manhole that will be constructed on the proposed outfall and there would be the provision of underground retention tanks. A condition requiring full details of the SuDs strategy has been recommended. On the basis of the information submitted to date and subject to condition, the proposal would not increase flooding and would comply with Local Plan policy DM25 and London Plan policy S113.
- 8.43 In order to ensure that the proposed development will be constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition will be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part

L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

- 8.44 Representations have raised concerns that local services will be unable to cope with additional families moving into the area. The development would be liable for a charge under the Community Infrastructure Levy (CIL).

### **Conclusion**

- 8.45 The principle of residential development is acceptable within this area. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, flooding, trees, sustainable and ecological matters. All material considerations have been taken into account, including responses to the public consultation. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.
- 8.46 All other relevant policies and considerations, including equalities, have been taken into account.