

THE GRANGE
23 NORBURY RD

Design & Access Statement
MARCH 2021

LONDON CONSULTANTS LTD

23 NORBURY ROAD,
Design & Access Statement

Introduction

This document

Legislation

Contextual Analysis

Site Location
Existing Site condition
Context
Opportunities and Constraints

Design Concept

Objectives
Design Development

Design Response

Use
Amount
Layout
Scale
Appearance
Landscaping
Access
Sustainability

Conclusion

This document

This document has been prepared to accompany the planning submission for 23 Norbury Rd, and outlines the proposal for the redevelopment of the site for the:

Conversion and extension of building to provide 9 flats

- Ground : 2 x 3 bed ; 1 x 2 bed
- First : 1x 3 bed ; 1 x 2 bed ; 1 x 1 bed
- Second : 1x 3 bed ; 1 x 2 bed ; 1 x 1 bed

The extensions would comprise :

- 3 storey side extension.
- 3 storey rear extension.
- First and second floor front extension.

Formation of vehicular access and provision of associated off-street parking (4 spaces) to rear and cycle storage.

Provision of refuse storage.

Provision of associated landscaping.

The following chapters describe the design principles involved in the shaping of the proposed building:

- The location and key aspects of the site and existing built form
- An explanation of the design approach
- Detailed drawings of the proposed design

Legislation

This planning application has been prepared in conjunction with the following documents:

Nationally Described Space Standards (2015)

London Plan (2016)

National Planning Policy Framework (2019)

The London Borough of Croydon Local Plan, which consists of the:

- Core Strategy (2012); and the
- Development Management Policies (2013)

Of particular relevance is the Supplementary Planning Document:

Urban Design (2010)

Existing Site Condition

Site Description

Three storey building vacant public house building on eastern side of Norbury Road. The ground floor has a full width front projection, the ground floor also has a rear single storey projection (i.e. two rear wings adjacent to a central entrance). The applicant advises the building has been vacant for 10 or more years. The site has a rear garden and there appears as though some informal off-street parking has occurred adjacent to the southern boundary, although the site is currently hoarded and is not served by a dropped kerb on the highway or any formal vehicle crossover. A side vehicle access between the northern flank elevation of the building and 25 Norbury Road is not within the extent of the application site. There are some trees within the site adjacent to the southern and eastern boundaries.

The site is bounded to the north-east by a two storey semi-detached house at 25 Norbury Road, and to the south by a two storey end of terrace house at 19 Norbury Road. To the east of the site are the rear gardens of two storey semi-detached houses and a detached house at 38, 40, and 42 Furze Road. The site is opposite two storey 1930's terraced houses in Norbury Road and faces towards the junction of Merhsam Road.

The site has a PtaI rating of 3 and is approximately 500 metres (to the south) from Thornton Heath District Centre. The site is within a Controlled Parking Zone.

Contextual Analysis

The local built context is characterised by a number of differing styles, scales, materials and eras of construction. The immediate surrounding area is commercial building on the RHS and residential houses on the LHS.

The whole parade consists of 3 storey Public House

The existing building is built in the early 1900's and is rendered and painted in white

All the building on the parade are different in style and looks

Redevelopment of the site represents an opportunity to greatly improve not only the site itself, but also its relationship with neighbouring sites, the streetscene and the wider area in general.

Principle of Use

The Council will resist the loss of Public Houses unless it can be demonstrated that it is no longer required in its current use. In this instance, the pub use appears to have ceased a significant time ago as evidenced by the 2010 planning permission for its conversion to a residential use. Notwithstanding that, evidence will still be required to show that the loss would not create, or add to, a shortfall in provision of public houses and demonstrate that there is no demand for such a use on the site. In cases where a public house use has ceased it has to be successfully demonstrated that there is no local need or demand. This would include the submission of evidence of suitable marketing activity for a period of eighteen months. Marketing details need to include a site description, photographs and reasonable terms commensurate with public house use. This policy would apply even where the site is vacant.

Please note that in the event that a public house is listed on the Assets of Community Value register and is offered for sale, the local community is given six months to prepare a bid to buy it. In such circumstances, the marketing statement could be reduced to a period of a minimum continuous period of twelve months in addition to the six months that the community has to prepare a bid to buy it. This evidence should demonstrate that the existing use is no longer financially viable through the submission of financial evidence.

Design / Layout / Amenity

The acceptability of a first and second floor front extension and three storey rear extension was established by the 2010 planning permission and are likely to be viewed as acceptable again. However, please refer to comments below about the effect on the light of adjacent occupiers at 25 Norbury Road and recommendation for a daylight and sunlight analysis to be undertaken. The proposed three storey side extension would be the same height as the existing building, but would be set back and this would provide a degree of subservience to the existing built form. The flank of the side extension would be set 4.65 metres away from the southern boundary of the site and this would assist in maintaining space between and around buildings. The proposed fenestration would follow the design of the existing building. It is important that you clearly illustrate the appearance (i.e. choice of materials) for the proposed extensions as it is noted that although the frontage of the existing building and its south-western flank elevation is rendered, but that the north-eastern flank elevation and the rear elevation are exposed brick. The quality of proposed render and proposed brick and how it would match and/or complement the existing finish of the building it are very important considerations. Similarly, the finished will need quality craftsmanship and in the event of an application further detail should be forthcoming. For example, the front parapet to the existing building has an attractive cornice, and the windows are a sash design with deep reveals and attractive stone lintels and brackets. The proposed detail of the window finish in the proposed elevation drawings is lacking in any specific information. For example, the proposed elevation drawings show window surrounds, but it not clear how they would appear – would they project, would they be flat, what material are they? Our preference would be not to have any projecting window surrounds, but instead to retain and match the existing sash window design with deep reveals, and decorative lintels and corbels. We would expect a higher level of window detail including sample section drawings of the proposed windows on submission of a planning application. There is an attractive decorative lattice metal work above the fascia and the applicant should consider if this can be retained as it appears to be an historic part of the fabric of the building. The removal of the fascia (if intended) will also need to undertaken with a high degree of care to ensure that works of making good will contribute positively to the appearance of the building.

Generally, the layout and footprint of the building on site is well considered. There is a clear separation between the vehicle access and car parking area and the pedestrian and amenity areas. The main communal entrance lobby to the flats would be to the rear, but this was also the case with the 2010 planning permission. However, the provision of an entrance door to the ground floor frontage one of the flats is supported as it would provide an active frontage to the street.

Affect on Amenity of Adjacent Occupiers

The site is bounded by houses at 19 and 25 Norbury Road. As noted in the planning history section above, the house at 25 Norbury Road has planning permission (17/06129/FUL) to be converted/extended to flats, which appears to be under implementation, That scheme shows a rear ground floor flat would have a main habitable room window facing south-east (towards The Grange site) and it leads on to its garden area, however, it is acknowledged that the room in question has a dual aspect. Nevertheless, to ensure the siting, massing and height of the proposed rear extension would not be detrimental to the light of the future occupiers of a rear ground floor flat at 25 Norbury Road, we recommend that a daylight/sunlight analysis is submitted with a planning application. It is not considered loss of outlook would occur to 25 Norbury Road as its floorplans show that the rear ground floor habitable room is dual aspect, while the rear first and second floor windows of 25 Norbury Road face south-west, so face away from 23 Norbury Road.

Refuse Storage

The refuse storage would be sited adjacent to the side pedestrian and vehicle access and would be sited within 20 metres of the public highway. There is New Builds and Conversion Guidance for refuse storage on our website. The doors to the bin storage should be a minimum 2 metres in width and should be accessed via a number-pad mechanism rather than a key lock. The applicant should ensure that if the doors to it open outward then they would not impede any part of the public highway, or any right of way.

The following link to our website provides further information of the provision of refuse and recycling capacity requirements.

<https://www.croydon.gov.uk/environment/randw/new-developments-and-conversions>

Any specific queries about refuse matters should be directed to : newbuildbins@croydon.gov.uk

Traffic / Parking / Sustainable Travel

A total of 4 off-street parking spaces are proposed. The site is located in an area with a PTAL level of 3, which is considered to be a moderate level of public transport accessibility. However, the site is within a 5 minute walk of an area with a Ptal rating of 5, which is considered to be a good level of public transport accessibility. A Controlled Parking Zone (CPZ) operates in some nearby roads and the Council may require the applicant to enter into a S106 legal agreement to ensure that no future residential occupiers (except disabled persons) would obtain residential parking permits in the CPZ.

We expect the applicant to submit a Transport Statement with a planning application and include in it a parking stress survey carried out to the Lambeth Methodology. This will assist us in considering the level of off-street parking proposed and whether or not it is sufficient to allay any concerns regarding the impact of the proposed development on parking availability on local roads.

The vehicle access would have a separate pedestrian strip which would be supported. The parking layout would be generally acceptable, although provision for an electric vehicle charging point will be required. It is positive that vehicles would be able to enter and exit the site in a forward gear. It should also demonstrate, through tracking diagrams, the accessibility of each parking space.

Visibility splays of 1.5 metres x 1.5 metres are required to be provided within the bounds of the site, to each side of the vehicular access. Planting, masonry or any other features within this area should be maintained at no more than 0.6m height in perpetuity. This should be demonstrated on a submitted plan. Also, vehicular sightlines of 2.4m x 25m (20mph road) or 2.4m x 43m (30mph road) are to be provided as per Manual for Streets. It should also demonstrate, through tracking diagrams, the accessibility of each parking space.

Cycle storage provision is made, but for the scheme proposed a minimum 20 cycle racks (18 for residents and 2 for visitors) would be required to comply with minimum London Plan standards. These should be provided within a covered enclosure. The cycle storage must make provision for charging points for electric cycles. Consideration should be given to providing storage for cargo cycles within the cycle storage area where feasible.

The Council could seek financial contribution of £1,500 (per unit) for sustainable transport improvements and initiatives within the local area, to include the potential expansion of car club provision within the local area where appropriate, and improvements to pedestrian routes and nearby junctions, and consultation on and changes to parking controls within the local area if parking stress is already high. This matter would be secured by a S106 legal agreement.

Sustainable Energy Use / Water Consumption

The scheme proposed is a conversion/extension one so there are no specific planning requirements for carbon omission reduction. However, there will be Building Control regulations to meet. The development would also need to endeavour to meet target consumptions rates to minimise water usage, but this matter is generally secured by condition. Please note over time that the GLA and Government will expect all new development to be zero carbon and policy may change to reflect this objective.

Croydon Council has declared a 'climate emergency' and so the application proposal must provide the details at application stage of active measures aimed at minimising energy consumption through sustainable design features.

Landscaping / Trees / Biodiversity

The scheme would provide more soft landscaping on site than currently exists and could assist promote biodiversity with the soft landscaped and communal amenity areas. There appear to be trees on the site (in the rear). The applicant would be expected to submit a tree survey and an arboricultural report with a planning application regardless of whether or not the trees are proposed to be removed or not. This will be a validation requirement. The Council would expect new planting, including tree planting to come forward, as part of the development proposal. It is important for a communal amenity space to provide some childrens' playspace in its function. Hardstanding areas must be permeable/porous surfaces and/or have soakaways. Soft landscape areas must promote habitats for wildlife (e.g. log piles, bird and bat boxes, etc). Also, the plans should specify boundary treatments to be retained and any new fencing etc.

Flood Risk / Drainage Management

A Flood Risk Assessment or Drainage Management Strategy must be submitted with a planning application. This is a validation requirement. The Council will expect a Sustainable Urban Drainage System to be provided as a part of the scheme.

Contaminated Land

The applicant would need to prepare an intrusive site investigation report with regard to contamination and carry out any necessary mitigation to the satisfaction of the Council. This matter can usually be secured by condition.

Security

The proposed development should aim to achieve the security requirements of Secured by Design with the guidance of Secured by Design Homes 2019. The Council could attach a 'Secured by Design' to any planning permission requiring the development to follow the principles and physical security requirements of Secured by Design. For a complete explanation of certified products please refer to the Secured13

by Design guidance documents which can be found on the website www.securedbydesign.com.

Where new security lighting is proposed then the lighting must be of a design that minimise glares and light pollution spillage.

Servicing / Rainwater Goods / Security

Servicing equipment such as plant, utility boxes, ventilation systems (including heating and cooling), and rainwater goods (including flashing) form an integral part of the operational components of a building. Early consideration will enable it be incorporated within the building envelope without compromising the integrity of the original design concept. Shadow gaps work well as a means of minimizing rainwater goods and adding interest to design.

Contextual Plans

Plans showing the proposed built form of the proposed extensions against the context of the existing building and adjacent existing buildings (height and footprint) would assist in assessing a planning application.

Planning Statement

A planning application will need to be accompanied by a planning statement which identifies the context and need for a proposed development and includes an assessment of how the proposed development accords with policies in the development plan.

General Design Practice

Overlay/comparison plans showing the proposed built form against the existing buildings (heights and footprints) on site would assist in assessing an application. Visuals should also be provided showing the development in the context of the surrounding built environment and street scene. The Council will require applicants to justify and fully demonstrate how the principles of good design are being met. Design and Access Statements should be proportional to the size of the scheme and should fully demonstrate:

- A thorough understanding and analysis of the physical, social and economic and policy context;
- A clear understanding of the development objectives and brief;
- Clear design principles and design concept; and
- The evolution of the design and how the final design solution was arrived at.

B. Urban Design and Quality of Proposed Accommodation

- The character of the area has an even vertical and horizontal rhythm across the street; it comprises windows which individually punch into the more dominant brick wall surface.
- The proposed height is not an issue in principal given the height of the adjacent terrace
- The proposed building with materials does match the existing and adjacent building materials.
- The proposal will allow amenity space to all the flats
- The proposal will not be dominant as compared to the adjacent building at both the front and rear view
- The rear elevation will not be visible from the road
- There is a principle entrance to all the flat located at the front

C. Neighbouring Amenity

- The submitted plans does not have any impact on any amenity space of the neighbour as well as does not affect the sunlight of the neighbour. The rear of the property is south facing.

D. Highways and Services

- The proposal would not include parking arrangements which is acceptable and supports the Council's goals of encourage sustainable transport. Owing to the number of additional units on site, the proposal would be considered car-free and future occupiers would not be allowed to obtain parking permits in the borough's CPZ areas. A cycle store is provided.

POLICY

The National Planning Policy Framework (NPPF) 2019 outlines the Government's requirements for the planning system and establishes how these will be addressed. The Council primarily assesses planning applications against policies in the Croydon Local Plan (CLP) adopted February 2018. The London Plan 2016 (consolidated with alterations since 2011) sets out the regional strategic policy framework for Greater London. Please note that there is also a Draft London Plan July 2019 and its policies will be relevant to planning applications and the way they are assessed too. For convenience the plans are respectively referred to as the CLP and London Plan (draft London Plan where appropriate) in the sections below and the relevant policy prefixes are noted in the brackets.

Protecting Public Houses

London Plan (3.16) ; London Plan – Intend to Publish (HC7) ; CLP (DM21)

Policy HC7 of the Draft London Plan states that Applications that propose the loss of public houses with heritage, cultural, economic or social value should be refused unless there is authoritative marketing evidence that demonstrates that there is no realistic prospect of the building being used as a pub in the foreseeable future.

And that ;

Development proposals for redevelopment of associated accommodation, facilities or development within the curtilage of the public house that would compromise the operation or viability of the public house use should be resisted.

Policy DM21 of the Croydon Local Plan 2018 states the Council will not grant planning permission for the demolition or change of use of a public house which displays the characteristics of a community pub such as;

- Space for organised: social events such as pub quizzes, darts competitions, pool leagues;

- Meeting rooms, performance spaces, room for hire (appropriately sound proofed);
- Ancillary facilities (skittles alley, children's play area); and
- Associated clubs and teams.

Unless:

- a) The loss of the public house would not result in a shortfall of local public house provision of this type;
- b) That the public house is no longer considered economically viable when considered against the CAMRA's Public House Viability Test; and that a range of measures have been undertaken to seek to improve viability including (but not restricted to):
 - Hosting quiz nights, craft fairs, live music or comedy;
 - Food offer diversification;
 - Providing B&B Accommodation;
 - Renting out space for meetings, classes or community events;
 - Maintenance, repair and visual improvements;
 - Varied opening hours; and
- c) The public house has been marketed as a public house, at a market rate for public houses, for a consistent period of 18 months.

New Residential Development & Housing Quality for Future Occupiers

London Plan (3.3, 3.5, 3.8, 3.9)

CLP (SP2.2, SP2.8, DM10.4)

London Plan Housing Supplementary Planning Guidance (SPG) March 2016.

Policy promotes the provision of new residential accommodation, but only where it respects the character and amenity of adjoining residential areas and provides an acceptable standard of accommodation for future occupiers. Policy advises new build residential development should be a minimum three storeys in height, unless the character and setting of the site dictate otherwise.

Policy seek to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes. For both market and affordable housing, this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.

Quality of Accommodation

Policy SP2.8 of the CLP requires new residential development out minimum standards set out in London Plan *Housing SPG* (as amended) and the Department for Local Government and Communities Technical Housing Standards 2015. Policy promotes high quality accommodation/amenity for residential occupiers of new developments and seeks to make provision for wheelchair accessible dwellings.

Policies DM10.4 and DM10.5 of the CLP sets out the minimum requirements for the provision of private amenity space, communal amenity space and children's play areas that will be required in new flatted development. All new flat development must make provision for communal amenity space and children's play space.

Townscape / Visual Amenity

London Plan (7.4, 7.6)

CLP (SP1, SP4.1, SP4.2, DM10.1 to DM10.10, DM35)

Relevant Supplementary Planning Documents / Guidance :-

Croydon Council Suburban Design Guide 2019

Policies promote high quality sustainable design that enhances social cohesion. They stress the need for new development to reflect its context and reinforce or respect local character and the existing pattern and grain of development.

Trees / Landscaping / Wildlife

London Plan (7.21)

CLP (DM10.8, DM27, DM28)

Policies promotes role of productive landscapes - protects trees / encourages soft landscaping/habitats. Policies DM27 and DM28 of the CLP support the role of productive landscapes by protecting trees and improving the qualities of habitats through encouraging diversity in flora and fauna. The applicant should also note the urban greening factor from the new (intend to publish) London Plan and the need for biodiversity 'net gain'. An arboricultural report and ecological survey would be required on submission of an application and you are strongly advised to produce a landscape strategy by a suitability qualified landscape consultant.

Amenity of Adjoining Occupiers

London Plan (7.6 and 7.15)

CLP (DM10.6)

Policies seek to protect residential amenity – loss of privacy, loss of light, loss of outlook, adverse visual intrusion, and pollution resulting from development, such as noise and disturbance.

Highway Issues

London Plan (6.3, 6.9, 6.13)

CLP (DM29, DM30)

Policies seeks to actively manage the pattern of urban growth and the use of land to make the fullest use of public transport and co-locate facilities in order to reduce the need to travel through sustainable travel choice. They also promote the provision for the use of cycles as a means of transport and charging points for electric vehicles.

Sustainability

London Plan (5.2)

CLP (SP6.1, SP6.3)

Policies promote design measures to provide energy efficiency developments.

Drainage

London Plan (5.12, 5.13)

CLP (DM25)

Policies promote use of sustainable urban drainage systems (SUDS) to reduce surface water run-off and provide water treatment on site.

Refuse Storage

CLP (DM13.1)

Policy DM13 of the CLP advises that refuse storage will only be permitted if it is adequately screened and conveniently located. The applicant should contact newbuildbins@croydon.gov.uk at the Council to ensure an acceptable amount of refuse provision would be made on site for the development. Where refuse storage is more than 20 metres from the public highway then the developer will need to make arrangement for a private contractor to collect/dispose of the waste. The distance of a front door of a dwelling to refuse storage should not exceed 30 metres in distance.

The doors to the refuse store should be a minimum 2 metres width and should be operated by a key-pad.

Contaminated Land

London Plan (5.21)

CLP (DM24)

Policy seeks to ensure that the land is suitable for the use proposed and that the impacts on health and the environment from contaminated development sites are minimised. For an industrial site an intrusive investigation will need to be undertaken in the first instance and remediation undertaken where necessary.

Security

CLP (DM10.9, DM10.10)

Policies require safety and security to be a consideration in design and layouts and for security lighting not to result in adverse glare/light pollution.

PART 3 - CONSIDERATIONS

Principle of Use

The Council will resist the loss of Public Houses unless it can be demonstrated that it is no longer required in its current use. In this instance, the pub use appears to have ceased a significant time ago as evidenced by the 2010 planning permission for its conversion to a residential use. Notwithstanding that, evidence will still be required to show that the loss would not create, or add to, a shortfall in provision of public houses and demonstrate that there is no demand for such a use on the site. In cases where a public house use has ceased it has to be successfully demonstrated that there is no local need or demand. This would include the submission of evidence of suitable marketing activity for a period of eighteen months. Marketing details need to include a site description, photographs and reasonable terms commensurate with public house use. This policy would apply even where the site is vacant.

Please note that in the event that a public house is listed on the Assets of Community Value register and is offered for sale, the local community is given six months to prepare a bid to buy it. In such circumstances, the marketing statement could be reduced to a period of a minimum continuous period of twelve months in addition to the six months that the community has to prepare a bid to buy it. This evidence should demonstrate that the existing use is no longer financially viable through the submission of financial evidence.

Provision of New Housing

Policy promotes the provision of new residential dwellings subject to meeting other relevant planning policies.

The proposal involves the provision of 9 new dwellings through the conversion and extension of the building. The proposed development would meet the strategic 30% minimum target for the provision of three bedroom dwellings set out in policy.

Design / Layout / Amenity

The acceptability of a first and second floor front extension and three storey rear extension was established by the 2010 planning permission and are likely to be viewed as acceptable again. However, please refer to comments below about the effect on the light of adjacent occupiers at 25 Norbury Road and recommendation for a daylight and sunlight analysis to be undertaken. The proposed three storey side extension would be the same height as the existing building, but would be set back and this would provide a degree of subservience to the existing built form. The flank of the side extension would be set 4.65 metres away from the southern boundary of the site and this would assist in maintaining space between and around buildings. The proposed fenestration would follow the design of the existing building. It is important that you clearly illustrate the appearance (i.e. choice of materials) for the proposed extensions as it is noted that although the frontage of the existing building and its south-western flank elevation is rendered, but that the north-eastern flank elevation and the rear elevation are exposed brick. The quality of proposed render and proposed brick and how it would match and/or complement the existing finish of the building it are very 8

important considerations. Similarly, the finished will need quality craftsmanship and in the event of an application further detail should be forthcoming. For example, the front parapet to the existing building has an attractive cornice, and the windows are a sash design with deep reveals and attractive stone lintels and brackets. The proposed detail of the window finish in the proposed elevation drawings is lacking in any specific information. For example, the proposed elevation drawings show window surrounds, but it not clear how they would appear – would they project, would they be flat, what material are they ? Our preference would be not to have any projecting window surrounds, but instead to retain and match the existing sash window design with deep reveals, and decorative lintels and corbels. We would expect a higher level of window detail including sample section drawings of the proposed windows on submission of a planning application. There is an attractive decorative lattice metal work above the fascia and the applicant should consider if this can be retained as it appears to be an historic part of the fabric of the building. The removal of the fascia (if intended) will also need to undertaken with a high degree of care to ensure that works of making good will contribute positively to the appearance of the building

Generally, the layout and footprint of the building on site is well considered. There is a clear separation between the vehicle access and car parking area and the pedestrian and amenity areas. The main communal entrance lobby to the flats would be to the rear, but this was also the case with the 2010 planning permission. However, the provision of an entrance door to the ground floor frontage one of the flats is supported as it would provide an active frontage to the street.

The proposed floor layouts of the flats would need to meet London Plan housing minimum floorspace standards. All of the proposed flats would do so and would also provide amenity space in the form of private garden areas or private balconies. However, again this needs to be seen against advice further below on the effect of the rear extension on the light of the adjacent 25 Norbury Road.

The new flats would need to be laid out with the needs of disabled occupiers in mind. For a new build development the Council would expect them to comply with M4(2) of building regulations. Even for a conversion, as proposed, the Council would expect the layout to take into account accessibility.

The building will have three storeys, but no lift will be provided. Whilst Policy allows us to apply flexibility as to whether a lift and accessible units are provided in developments of 4 storeys or less, this flexibility can only be permitted where there has been assessment of the viability of installing a lift. So, effectively you will need to submit a statement that provides an assessment why it is not viable to install a lift in the building.

CLP Policy DM10.5 states that *'in addition to the provision of private amenity space, proposals for new flatted development will also need to incorporate high quality communal outdoor amenity space that is designed to be flexible, multifunctional, accessible and inclusive'*. In our MS teams meeting of 27/08/20 we discussed a slightly different layout of the rear communal amenity areas to make them more practical, especially for childrens play space. The raised allotment area was omitted and cycle storage re-positioned. An improved layout as below was provided to that effect :

To combat climate change the Council would expect to see provision made for extensive tree planting on the site within the landscaping scheme, and these should be preferably be native species of trees.

See following link to our website for guidance on landscaping <https://www.croydon.gov.uk/sites/default/files/articles/downloads/spg12.pdf>

Affect on Amenity of Adjacent Occupiers

The site is bounded by houses at 19 and 25 Norbury Road. As noted in the planning history section above, the house at 25 Norbury Road has planning permission (17/06129/FUL) to be converted/extended to flats, which appears to be under implementation, That scheme shows a rear ground floor flat would have a main habitable room window facing south-east (towards The Grange site) and it leads on to its garden area, however, it is acknowledged that the room in question has a dual aspect. Nevertheless, to ensure the siting, massing and height of the proposed rear extension would not be detrimental to the light of the future occupiers of a rear ground floor flat at 25 Norbury Road, we recommend that a daylight/sunlight analysis is submitted with a planning application. It is not considered loss of outlook would occur to 25 Norbury Road as its floorplans show that the rear ground floor habitable room is dual aspect, while the rear first and second floor windows of 25 Norbury Road face south-west, so face away from 23 Norbury Road.

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However, the site is within a 5 minute walk of an area with a Ptal rating of 5, which is considered to be a good level of public transport accessibility. A Controlled Parking Zone (CPZ) operates in some nearby roads and the Council may require the applicant to enter into a S106 legal agreement to ensure that no future residential occupiers (except disabled persons) would obtain residential parking permits in the CPZ.

We expect the applicant to submit a Transport Statement with a planning application and include in it a parking stress survey carried out to the Lambeth Methodology. This will assist us in considering the level of off-street parking proposed and whether or not it is sufficient to allay any concerns regarding the impact of the proposed development on parking availability on local roads.

The vehicle access would have a separate pedestrian strip which would be supported. The parking layout would be generally acceptable, although provision for an electric vehicle charging point will be required. It is positive that vehicles would be able to enter and exit the site in a forward gear. It should also demonstrate, through tracking diagrams, the accessibility of each parking space.

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Cycle storage provision is made, but for the scheme proposed a minimum 20 cycle racks (18 for residents and 2 for visitors) would be required to comply with minimum London Plan standards. These should be provided within a covered enclosure. The cycle storage must make provision for charging points for electric cycles. Consideration should be given to providing storage for cargo cycles within the cycle storage area where feasible.

The Council could seek financial contribution of £1,500 (per unit) for sustainable transport improvements and initiatives within the local area, to include the potential expansion of car club provision within the local area where appropriate, and improvements to pedestrian routes and nearby junctions, and consultation on and changes to parking controls within the local area if parking stress is already high. This matter would be secured by a S106 legal agreement.

A Construction Logistics Plan (CLP) would be required given the residential location of the site. Please note that there is specific guidance on our website to assist developers with the preparation of a CLP.

A Delivery and Servicing Management Plan may also be required for the development.

Fire Safety Access

The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. Please refer to Fire Safety Guidance Note No. GN29 – Access for Fire Appliances. A copy is appended to this pre-application letter. The Guidance Note covers the access arrangements needed for fire appliances to get close enough to a building to fight fire. It details such requirements as minimum road widths, turning circles, road humps and projections from buildings. It is primarily aimed at developers and architects for planning reference, but may be useful to anyone who has concerns about fire brigade access to a building. The Guidance Note is one of a series produced by the Commissioner to provide advice on various aspects of fire safety. If you require

any further guidance on the advice given or require advice on another topic please visit your local Fire Safety Office, telephone 020 8555 1200 and ask for the nearest Fire Safety Office, or visit the our web site at <http://www.london-fire.gov.uk>

In a planning application submission you would be expected to demonstrate how the proposed layout and access of the site would comply with the above Fire Safety guidance in terms of fire safety access arrangements.

Sustainable Energy Use / Water Consumption

The scheme proposed is a conversion/extension one so there are no specific planning requirements for carbon omission reduction. However, there will be Building Control regulations to meet. The development would also need to endeavour to meet target consumptions rates to minimise water usage, but this matter is generally secured by condition. Please note over time that the GLA and Government will expect all new development to be zero carbon and policy may change to reflect this objective.

Croydon Council has declared a 'climate emergency' and so the application proposal must provide the details at application stage of active measures aimed at minimising energy consumption through sustainable design features.

Landscaping / Trees / Biodiversity

The scheme would provide more soft landscaping on site than currently exists and could assist promote biodiversity with the soft landscaped and communal amenity areas. There appear to be trees on the site (in the rear). The applicant would be expected to submit a tree survey and an arboricultural report with a planning application regardless of whether or not the trees are proposed to be removed or not. This will be a validation requirement. The Council would expect new planting, including tree planting to come forward, as part of the development proposal. It is important for a communal amenity space to provide some childrens' play space in its function. Hardstanding areas must be permeable/porous surfaces and/or have soakaways. Soft landscape areas must promote habitats for wildlife (e.g. log piles, bird and bat boxes, etc). Also, the plans should specify boundary treatments to be retained and any new fencing etc.

Flood Risk / Drainage Management

A Flood Risk Assessment or Drainage Management Strategy must be submitted with a planning application. This is a validation requirement. The Council will expect a Sustainable Urban Drainage System to be provided as a part of the scheme.

Contaminated Land

The applicant would need to prepare an intrusive site investigation report with regard to contamination and carry out any necessary mitigation to the satisfaction of the Council. This matter can usually be secured by condition.

Security

The proposed development should aim to achieve the security requirements of Secured by Design with the guidance of Secured by Design Homes 2019. The Council could attach a 'Secured by Design' to any planning permission requiring the development to follow the principles and physical security requirements of Secured by Design. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website www.securedbydesign.com. Where new security lighting is proposed then the lighting must be of a design that minimise glares and light pollution spillage.

Servicing / Rainwater Goods / Security

Servicing equipment such as plant, utility boxes, ventilation systems (including heating and cooling), and rainwater goods (including flashing) form an integral part of the operational components of a building. Early consideration will enable it be incorporated within the building envelope without compromising the integrity of the original design concept. Shadow gaps work well as a means of minimizing rainwater goods and adding interest to design.

Contextual Plans

Plans showing the proposed built form of the proposed extensions against the context of the existing building and adjacent existing buildings (height and footprint) would assist in assessing a planning application.

Planning Statement

A planning application will need to be accompanied by a planning statement which identifies the context and need for a proposed development and includes an assessment of how the proposed development accords with policies in the development plan.

General Design Practice

Overlay/comparison plans showing the proposed built form against the existing buildings (heights and footprints) on site would assist in assessing an application. Visuals should also be provided showing the development in the context of the surrounding built environment and street scene. The Council will require applicants to justify and fully demonstrate how the principles of good design are being met. Design and Access Statements should be proportional to the size of the scheme and should fully demonstrate:

- A thorough understanding and analysis of the physical, social and economic and policy context;
- A clear understanding of the development objectives and brief;
- Clear design principles and design concept; and
- The evolution of the design and how the final design solution was arrived at.

Community Infrastructure Levy

Currently the Greater London Authority Community Infrastructure Levy (CIL). Currently the Mayor's CIL is £24.85 per m² and Croydon's CIL is £175.02 per m².

Submission of Planning Application

The Council determines applications as submitted and will not always invite amendments to resolve issues. A validation checklist for applications can be viewed on the planning page of the Council's website and it includes a matrix that clearly defines what documents should accompany planning applications.

Further information can be found on the following link to our website :-

Make an application - London Borough of Croydon

The proposed development will respect the neighbouring properties, existing amenities and overall character of its surroundings.

The proposal has positive response during the pre-planning application

The proposed development provides a visually attractive building that reinforces and enhances the local character of the area. The development reflects the prevailing scale, proportion and detailing of the surrounding buildings.

The development will provide a range of units for both families and couples.

The development provides good private amenity and communal space.

The proposal will be in-keeping with Norbury Road and will improve the street scene and enhance the character of the street.

The proposal sensitively provides a positive outlook for neighbouring properties.

The development maximises the sites potential whilst having no material effect on its neighbours.

The scheme is designed to be visually interesting while being respectful of the established environment it finds itself within. The proposed bulk, scale and building line all respect the prevailing local character in line with policy DM29.

The scheme will make a positive contribution to the character and appearance of the local area and will deliver new residential units in line with local and national policy objectives.