Planning Committee Agenda

To: Councillor Paul Scott (Chairman);
Councillor Humayun Kabir (Vice-Chairman);
Councillors Jamie Audsley, Luke Clancy, Bernadette Khan, Jason Perry, Joy Prince, Wayne Trakas-Lawlor, Susan Winborn and Chris Wright

Reserve Members: Jeet Bains, Simon Brew, Richard Chatterjee, Sherwan Chowdhury, Pat Clouder, Steve Hollands, Shafi Khan, Maggie Mansell and Manju Shahul-Hameed

A meeting of the **PLANNING COMMITTEE** which you are hereby summoned to attend, will be held on **Thursday 21st September 2017** at **the rise of Planning Sub-Committee but no earlier than 6:30pm** in **The Council Chamber, The Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS-BAKER
Director of Law and Monitoring Officer
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

MARGOT ROHAN
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www.croydon.gov.uk/agenda
12 September 2017

THIS MEETING WILL BE WEBCAST LIVE - Click on link to view:
https://croydon.public-i.tv/core/portal/home
Members of the public are welcome to attend this meeting.
If you require any assistance, please contact the person detailed above, on the righthand side.
To register a request to speak, please either e-mail Planning.Speakers@croydon.gov.uk or call MARGOT ROHAN by 4pm on the Tuesday before the meeting.
N.B: This meeting will be paperless. The agenda can be accessed online via the mobile app: http://secure.croydon.gov.uk/akscroydon/mobile - Select 'Meetings' on the opening page.

AGENDA - PART A

1. Apologies for absence

To receive any apologies for absence from any members of the Committee

2. Minutes of the meeting held on Wednesday 6th September 2017 (Page 1)

To approve the minutes as a true and correct record.

3. Disclosure of Interest

In accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, Members and co-opted Members of the Council are reminded that it is a requirement to register disclosable pecuniary interests (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

To receive notice of any business not on the agenda which in the opinion of the Chair, by reason of special circumstances, be considered as a matter of urgency

5. Development presentations

To receive the following presentations on a proposed development:

There are none

6. Planning applications for decision (Page 5)

To consider the accompanying reports by the Director of Planning & Strategic Transport:

6.1 16/05434/FUL 236 Selsdon Road, South Croydon CR2 6PL
Demolition of existing buildings. erection of three storey building comprising 2 studio, 5 one
bedroom and 2 three bedroom flats. Formation of associated access and provision of parking
Ward: Croham
Recommendation: Grant permission subject to a legal agreement

6.2 17/02404/FUL The Warren 1 The Green, Croydon CR0 9AL Erection of three, 4 bedroom detached houses with attached garages.
Formation of new vehicular access onto The Green and provision of associated refuse storage
Ward: Heathfield
Recommendation: Grant permission

6.3 17/03118/FUL 176 Pampisford Road, South Croydon CR2 6DB
Demolition of existing dwelling and erection of 2 storey building with accommodation within the roof space, containing 1 x 3 bed, 2 x 1 bed and 6 x 2 bed apartments with associated parking and vehicular access off of Blackford Close
Ward: Purley
Recommendation: Grant permission

6.4 17/03457/FUL 1-5 Lansdowne Road and Voyager House, 30□-32 Wellesley Road, Croydon CR0 2BX
Demolition of the existing buildings and the erection of a part 11, part 41, part 68 storey development comprising 794 residential units (Use Class C3), 35,000 sq.m (GIA) of offices (Use Class B1a), retailing / restaurant / bar uses (Class A1 / A3 / A4 and/or A5), public viewing gallery swimming pool and gym (Use Class D2), with associated access and servicing, car / cycle parking, landscaped pedestrian walkways and public plaza.
Ward: Fairfield
Recommendation: Grant permission subject to a legal agreement

7. Items referred by Planning Sub-Committee

To consider any item(s) referred by a previous meeting of the Planning Sub-Committee to this Committee for consideration and determination:

There are none

8. Other planning matters

To consider the accompanying report by the Director of Planning & Strategic Transport:

There are none

9. Exclusion of the Press & Public

The following motion is to be moved and seconded as the “camera resolution” where it is proposed to move into part B of a meeting:
"That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended"

AGENDA - PART B

None

Exclusion of the Press & Public

Planning Committee

Meeting held on Wednesday 6th September 2017 at 6:30pm in The Council Chamber, The Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES - PART A

Present: Councillor Paul Scott (Chairman);
Councillor Humayun Kabir (Vice-Chairman);
Councillors Jamie Audsley, Simon Brew, Pat Clouder, Maggie Mansell, Jason Perry, Joy Prince, Susan Winborn and Chris Wright

Absent: Councillors Luke Clancy, Bernadette Khan and Wayne Trakas-Lawlor

Apologies: Councillors Luke Clancy, Bernadette Khan and Wayne Trakas-Lawlor

A139/17 Minutes of the meeting held on Thursday 17th August 2017

RESOLVED that the minutes of the meeting held on Thursday 17 August 2017 be signed as a correct record.

A140/17 Disclosure of Interest

There were no disclosures of a pecuniary interest not already registered.

A141/17 Urgent Business (if any)

There was none.

A142/17 Exempt Items

RESOLVED that the allocation of business between Part A and Part B of the Agenda be confirmed.

A143/17 Development presentations

There were none.

A144/17 Planning applications for decision

7.2 17/00824/FUL Land adjoining 105 Foxley Lane and to the Rear of 18 Rose Walk, Purley CR8 3HQ

Erection of 1 five bedroom and 1 six bedroom detached two storey houses on land to rear accommodation in roofspace; provision of associated garaging, refuse store and landscaping
Ward: Purley

Mr Leslie Aarons of Webb Estate, spoke in objection, on behalf of residents of the conservation area
Mr Lee Barker (Director WS Planning) and Mr Graham Rix (Graham Rix Architecture) spoke in support of the application, on behalf of the applicant

After consideration of the officer's report and addendum, Councillor Chris Wright proposed and Councillor Simon Brew seconded **REFUSAL,** on the grounds of overdevelopment and impact on the conservation area, and the Committee voted 4 in favour, 6 against, so this motion thereby fell.

The Committee then voted on a second motion for **APPROVAL**, in support of the officer's recommendation, proposed by Councillor Paul Scott and seconded by Councillor Maggie Mansell, 6 in favour and 4 against, so planning permission was **GRANTED** for development at land adjoining 105 Foxley Lane and to the rear of 18 Rose Walk, Purley CR8 3HQ

7.1 16/06394/FUL 39A and 39B Chatsworth Road, Croydon CR0 1HF
Demolition of existing buildings: erection of two storey building with accommodation in basement and roofspace comprising 2 one bedroom, 4 two bedroom and 1 four bedroom flats: provision of associated parking and bike storage. (This is an amendment to the planning application which originally included 8 flats, alternative internal layout and larger excavated area).
Ward: Fairfield

There were no speakers on this application.

After consideration of the officer's report, Councillor Jamie Audsley proposed and Councillor Paul Scott seconded the officer's recommendation and the Committee voted 7 in favour, 3 against, so planning permission was **GRANTED** for development at 39A and 39B Chatsworth Road, Croydon CR0 1HF, subject to a legal agreement.

7.3 17/02427/FUL 4, 6 and 8 Russell Hill, Purley CR8 2JA
Demolition of existing houses: erection of 2 two storey buildings, comprising a total of 15 two bedroom, 8 one bedroom and 7 three bedroom flats; formation of vehicular access and provision of associated parking
Ward: Purley

Mr David Ciccone (Buxted Building) spoke as the agent, on behalf of the applicant (who was also present)

After consideration of the officer's report and addendum, Councillor Paul Scott proposed and Councillor Humayun Kabir seconded the officer's recommendation and the Committee voted 6 in favour, 4 against, so planning permission was **GRANTED** for development at 4, 6 and 8 Russell Hill, Purley CR8 2JA, subject to a legal agreement and the inclusion of an informative for the highways team to explore additional parking bays where the access is to be removed.

A second motion for **REFUSAL**, on the grounds of overdevelopment, being out of character and the lack of parking, proposed by Councillor Chris Wright and seconded by Councillor Jason Perry, thereby fell.

7.4 17/03313/FUL 49 Bridle Road, Croydon CR0 8HP
Demolition of existing bungalow: erection of two storey building with accommodation in roofspace, comprising 1 three bedroom, 2 two bedroom
1 one bedroom flats: formation of vehicular access and provision of associated parking
Ward: Shirley

There were no speakers on this application.

After consideration of the officer's report and addendum, Councillor Humayun Kabir proposed and Councillor Paul Scott seconded the officer's recommendation and the Committee voted unanimously in favour (10), so planning permission was **GRANTED** for development at 49 Bridle Road, Croydon CR0 8HP, on the basis that officers are to negotiate with the applicant on reconfiguration of the parking, secured by condition.

A145/17 Items referred by Planning Sub-Committee

A146/17 Other planning matters

MINUTES - PART B

None

The meeting ended at 8:12pm

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PART 6: Planning Applications for Decision

1 INTRODUCTION

1.1 In this part of the agenda are reports on planning applications for determination by the Planning Committee.

1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.

1.3 Any item that is on the agenda because it has been referred by a Ward Member, GLA Member, MP, Resident Association or Conservation Area Advisory Panel and none of the person(s)/organisation(s) or their representative(s) have registered their attendance at the Town Hall in accordance with the Council's Constitution (paragraph 3.8 of Part 4K – Planning and Planning Sub-Committee Procedure Rules) the item will be reverted to the Director of Planning to deal with under delegated powers and not be considered by the committee.

1.4 The following information and advice applies to all reports in this part of the agenda.

2 MATERIAL PLANNING CONSIDERATIONS

2.1 The Committee is required to consider planning applications against the development plan and other material planning considerations.

2.2 The development plan is:

- the London Plan July 2011 (with 2013 Alterations)
- the Croydon Local Plan: Strategic Policies April 2013
- the Saved Policies of the Croydon Replacement Unitary Development Plan April 2013
- the South London Waste Plan March 2012

2.3 Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third party representations received, remains the extent to which planning proposals comply with the Development Plan.

2.4 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.

2.5 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

2.6 Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.

2.7 In accordance with Article 31 of the Development Management Procedure Order 2010, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.

2.8 Members are reminded that other areas of legislation covers many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:

- **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
- Works within the highway are controlled by **Highways Legislation**.
- **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
- Works on or close to the boundary are covered by the **Party Wall Act**.
- **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

3 ROLE OF THE COMMITTEE MEMBERS

3.1 The role of Members of the Planning Committee is to make planning decisions on applications presented to the Committee openly, impartially, with sound judgement and for sound planning reasons. In doing so Members should have familiarised themselves with Part 5D of the Council's Constitution 'The Planning Code of Good Practice'. Members should also seek to attend relevant training and briefing sessions organised from time to time for Members.

3.2 Members are to exercise their responsibilities with regard to the interests of the London Borough of Croydon as a whole rather than with regard to their particular Ward's interest and issues.

4. THE ROLE OF THE CHAIR

4.1 The Chair of the Planning Committee is responsible for the good and orderly running of Planning Committee meetings. The Chair aims to ensure, with the assistance of officers where necessary, that the meeting is run in accordance with the provisions set out in the Council's Constitution and particularly Part 4K of the Constitution 'Planning and Planning Sub-Committee Procedure Rules'. The Chair's most visible responsibility is to ensure that the business of the meeting is conducted effectively and efficiently.

4.2 The Chair has discretion in the interests of natural justice to vary the public speaking rules where there is good reason to do so and such reasons will be minuted.

4.3 The Chair is also charged with ensuring that the general rules of debate are adhered to (e.g. Members should not speak over each other) and that the debate remains centred on relevant planning considerations.

4.4 Notwithstanding the fact that the Chair of the Committee has the above responsibilities, it should be noted that the Chair is a full member of the Committee who is able to take part in debates and vote on items in the same way as any other Member of the Committee. This includes the ability to propose or second motions. It also means that the Chair is entitled to express their views in relation to the applications before the Committee in the same way that other Members of the Committee are so entitled and subject to the same rules set out in the Council's constitution and particularly Planning Code of Good Practice.

5. PROVISION OF INFRASTRUCTURE

5.1 In accordance with Policy 8.3 of the London Plan (2011) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund Crossrail. Similarly, Croydon CIL is now payable. These would be paid on the commencement of the development. Croydon CIL provides an income stream to the Council to fund the provision of the following types of infrastructure:

i. Education facilities
ii. Health care facilities
iii. Projects listed in the Connected Croydon Delivery Programme
iv. Public open space
v. Public sports and leisure
vi. Community facilities

5.2 Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through A S106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

6. FURTHER INFORMATION

6.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

7. PUBLIC SPEAKING

7.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Chair's discretion.

8. BACKGROUND DOCUMENTS

8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application documents (but not representations and consultation responses) can be viewed online from the Public Access Planning Register on the Council website at http://publicaccess.croydon.gov.uk/online-applications. Click on the link or copy it into an internet browser and go to the page, then enter the planning application number in the search box to access the application.

9. RECOMMENDATION

9.1 The Committee to take any decisions recommended in the attached reports.

CROYDON
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London Borough Croydon

N

Scale 1:1250

24-Apr-2017

1.0 APPLICATION DETAILS

Ref: **16/05434/FUL** *(Link to association documents on Planning Register*
Location: 236 Selsdon Road, South Croydon, Cr2 6PL
Ward: Croham
Description: Demolition of existing buildings; erection of three storey building comprising 2 studio, 5 one bedroom and 2 three bedroom flats. Formation of associated access and provision of parking.
Drawing Nos: 100022432, 6385-P03 Rev F, 6385-P04 Rev H, 6385-05 Rev B
Applicant: Robert Turner of Turnbull Land Ltd
Agent: N/A
Case Officer: Georgina Betts

2.0 BACKGROUND

2.1 This application was first reported to Planning Committee on 4th May 2017. The Committee resolved to defer the application in order to allow for further design changes which have now been completed and submitted for consideration.

2.2 The original report is attached to this agenda.

3.0 SCHEME AMENDMENTS

3.1 Following the decision to defer at Planning Committee on the 4th May 2017 officers have worked with the applicant to enhancement the scheme. The applicant has made the following key amendments:

1) Cladded areas have been omitted for recessed brickwork
2) Porch canopy facing Selsdon Road has been omitted
3) Recessed arched entrances have been provided to Selsdon and Carlton Road frontages
4) Public art has now been incorporated within the boundary treatment
5) Revised CGIs have been provided

4.0 CONSULTATION RESPONSE

4.1 The amendments made to the scheme did not facilitate the need for amended site plans to be erected. No further representations have been received.

5.0 FURTHER ADVICE ON MATERIAL PLANNING CONSIDERATIONS

5.1 Whilst acknowledging that the scheme has been amended since its initial submission, the changes are relatively minor in nature and as such the planning considerations remain the same as detailed in the original report. It must be noted that paragraph 8.12 of that report is no longer relevant.

5.2 Concerns were raised by the Committee in relation to the quality of the design with particular reference to the sites historical connection. The design of the building has been altered to respect the site historical connection such as the inclusion of further brick detailing and arched entrance ways. This is supported.

5.3 Concerns were raised by the Committee in relation to public art; previously the scheme proposed a lighting scheme under the railway arch, together with a form of plaque or artwork. The applicant now proposes a brick relief boundary wall along Selsdon and Carlton Road in the design of the train. This is supported and would help reference the historical context of the site.

5.4 Officers have suggested the original bricks from the dwelling should be utilised, although the applicant has stated that there is insufficient bricks to build the boundary wall. A condition is imposed to ensure this option is fully explored and evidence provided to justify this position. It is therefore advised that the Committee should expect that the boundary wall would be constructed using new bricks, the details of which would also be secured through condition.

5.5 The proposal would therefore comply with the relevant Policies set out in paragraphs 8.2 to 8.13 in the initial report to Committee.

6.0 RECOMMENDATION

6.1 That the Planning Committee resolve to GRANT planning permission.

6.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. No demolition to take place until all pre-commencement conditions have been secured and a signed and completed contract for carrying out the works of redevelopment has been entered into
3. Construction Logistics Plan to be submitted
4. Re-use of original bricks for boundary wall fully explored
5. Materials to be submitted
6. Submission of details for lighting, visibility splays, fencing, finished floor levels and refuse and cycle storage
7. Hard and soft landscaping to be submitted to incorporate SuDS
8. Noise mitigation measures
9. 19% Carbon reduction and water usage
10. Wheelchair accessible unit specified to comply with Category 3 ‘wheelchair user dwellings’ M4(3)
11. Time limit of 3 years
12. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1) Removal of site notices
2) Community Infrastructure Levy
3) Code of practise for Construction Sites
4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

1.0 SUMMARY OF APPLICATION DETAILS

Ref:	16/05434/FUL
Location:	236 Selsdon road, South Croydon, Cr2 6PL
Ward:	Croham
Description:	Demolition of existing buildings; erection of three storey building comprising 2 studio, 5 one bedroom and 2 three bedroom flats. Formation of associated access and provision of parking.
Drawing Nos:	100022432, 6385-P03 Rev F, 6385-P04 Rev G, 6385-05 Rev B
Applicant:	Robert Turner of Turnbull Land Ltd
Agent:	N/A
Case Officer:	Georgina Betts

	studio	**1 bed**	**2 bed**	**3 bed**	**4 bed**
Flats	2	5	0	2	0

All units are proposed for private sale

Number of car parking spaces	**Number of cycle parking spaces**
4 (incl. 1x disabled space)	11

1.1 This application is being reported to Planning Committee because the Ward Councillor (Cllr Maria Gatland) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to:

The prior completing of a legal agreement to secure the following planning obligation

a) Public Art

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement.

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

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. No demolition to take place until all pre-commencement conditions have been secured and a signed and completed contract for carrying out the works of redevelopment has been entered into
3. Construction Logistics Plan to be submitted

4. Materials to be submitted
5. Submission of details for lighting, visibility splays, fencing, finished floor levels and refuse and cycle storage
6. Hard and soft landscaping to be submitted to incorporate SuDS
7. Noise mitigation measures
8. 19% Carbon reduction and water usage
9. Wheelchair accessible unit specified to comply with Category 3 'wheelchair user dwellings' M4(3)
10. Time limit of 3 years
11. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1) Removal of site notices
2) Community Infrastructure Levy
3) Code of practise for Construction Sites
4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That, if by 4th August 2017 the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal is for:

- Demolition of existing building
- Erection of a three storey building comprising 2x studio, 5x one bedroom and 2x three bedroom flats facing onto Selsdon Road
- Formation of access road from Carlton Road
- Provision of associated refuse/cycle stores

3.2 During the course of the application amended plans have been received depicting alterations to the elevational treatment of the building. The amendments are detailed further in section 8.7 of this report.

Site and Surroundings

3.3 The application site lies on the southern side of Selsdon Road and is currently occupied by a two storey detached 19th Century dwelling which is included within the list of locally listed buildings. The surrounding area is predominately residential in character with industrial units to the north and south-west of the application site; the railway line runs to the west of the site.

3.4 The street scene comprises a mix of semi-detached, detached and terrace late 19th century and early 20th century properties with later inter-war properties further south and east. There is no regular development pattern while the application site sits in an isolated position at the junction of Carlton Road and Selsdon Road.

3.5 The site is located on two bus routes (No's 403 and 412) and is within reasonable walking distance to Sanderstead and South Croydon Train Stations providing links from the South Coast into London.

3.6 The application site lies within an area at risk of surface water flooding as identified by the Croydon Plan while Selsdon Road is classed as a local distributor Road.

Planning History

The most relevant history is as follows:

3.7 05/01391/P – Planning permission was refused on 6th June 2005 for the demolition of existing buildings; erection of three storey building comprising 5 two bedroom and 1 one bedroom flats; formation of vehicular access onto Carlton Road and provision of associated parking spaces for the following reasons:

1) Overdevelopment of the site and out of keeping with the character of the area
2) Failure to provide any disabled parking spaces on site

3.8 A subsequent appeal was dismissed on the 10th November 2005 due to the harmful effect upon the character and appearance of the surrounding area.

3.9 15/01454/P – Planning permission was refused on the 10th June 2015 for the demolition of the existing building; erection of three/four storey building comprising 5 two bedroom and 4 one bedroom flats; formation of vehicular access onto Carlton Road and provision of associated parking for the following reasons:

1) The development would not protect or conserve the particular interest that led to the designation of this building on the Local List of buildings of special architectural or historic interest
2) The proposal would result in an overdevelopment of the site out of keeping with the character of the area and detrimental to the appearance of the street scene
3) The design and layout of the parking area and access would not be safe, secure, efficient and well designed.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The loss of a building of low significance on the local list having regard to para 135 of the NPPF is on balance acceptable
- The design and appearance of the development is appropriate given the context of the site
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards
- The impact upon highway safety and efficiency is considered acceptable
- Sustainability aspects can be controlled by condition

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of one or more site notices displayed in the vicinity 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: 1 Objecting: 1

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:

- Impact on highway safety and/or flow
- Harm to the amenities of future occupiers

6.3 Councillor Maria Gatland has made the following representations:

- Overdevelopment
- Lack of parking
- Loss of Locally Listed Building causing harm to the character of the area

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential

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

7.4 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.5 Mix of homes by size
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP4.11, SP4.12, SP4.13 & SP4.14 regarding character, conservation and heritage
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.5 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD6 Safety and security
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UC9 Buildings on the Local List
- UD13 Parking design and layout
- UD14 Landscape design
- UD15 Refuse and recycling storage
- RO6 Protecting the setting of the Metropolitan Green Belt and Metropolitan Open Land
- NC4 Woodlands, trees and hedgerows
- T2 Traffic generation from development

- T4 Cycling
- T8 parking
- H2 Supply of new housing
- H5 Back garden development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.7 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Loss of a locally listed building
3. Townscape and visual impact
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Access and parking
7. Sustainability and environment
8. Trees and landscaping

Principle of development

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Given that the site is located within a residential area, the principle of the flatted development can be accepted providing that the loss of a locally listed building can be justified, that the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

Loss of a locally listed building

8.3 Para 135 of the NPPF concludes, a balanced judgement is required, having regard to the scale of any harm or loss and the significance of the heritage asset. Policy SP4.13 seeks to strengthen the protection of and promote improvements to heritage assets and their settings. Policy SP4.14 specially requires the Council to maintain a regularly updated schedule of Croydon's locally listed heritage assets. It has been concluded that such a review is unlikely to include this building on the local list due to the significant level of alterations which have taken place to it.

8.4 The building is a 19th century detached cottage, with associations firstly with brick manufacture and later with the railways. Its historical links with these industries reveal much about the history and development of the area. Built for the brickworks operator

which is evidenced through its detached nature, footprint and design. The building has been significantly altered throughout the years with the loss of constituent parts such as its windows and alterations to its eaves, the erection of various extensions, formation of light wells and the use of render. The overall authenticity of the design remains however its significance to the wider townscape is limited.

8.6 The building is included on the local list, which was adopted following public consultation in 2006. The submitted Heritage Statement and additional Townscape Assessment seeks to assess the buildings contribution to the townscape. The assessments demonstrate that that the building has a low significance and provides minimal contribution to the wider townscape; this conclusion is accepted.

8.7 In terms of the NPPF, a balanced judgement is required, having regard to the scale of any harm or loss and the significance of the heritage asset. Given the significance of this non-designated heritage asset is low the loss of this building is accepted, subject to a high quality building it.

Townscape and visual Impact

8.8 The proposal results in the total demolition of the existing building and the erection of a three storey building comprising of 2x studio units, 5x one bedroom and 2x three bedroom flats. The design of the building has been amended during the course of the application and has a traditional symmetrical appearance with an adequate balance between brick and glazing with appropriate roof proportions. The provision of 4 front gable features with recessed elements and varying eaves heights breaks the mass of the building and help integrate the development into the wider townscape. As a result of its design and siting the replacement building has a similar feel and character to the original cottage.

8.9 Due to the location at the junction of Carlton Road and Selsdon Road the building would have two front facing elevations. The applicant has chosen to approach this by having a reduced mass to the rear, sympathetic to the wider Victorian character of the area. While the mass at the rear is lower than that to the frontage the fenestration is broken down with vertical glazing elements with upward projecting gable masses. This is successful in ensuring consistency in the buildings articulation.

8.10 The layout of the development respects the pattern and rhythm of neighbouring development while the proposal would result in a high quality design.

8.11 Sectional details and samples of the external facing materials would be required via condition to ensure that a quality scheme is delivered.

8.12 To offset the loss of the building the applicant has agreed to fund and provide public art which incorporates a lighting scheme under the railway bridge. It is envisioned that any artwork makes reference to the railway/brickfields providing a historical connection to the application site. Such details would be secured through a Section 106 Legal Agreement. If consent is not forthcoming from Network Rail in this regard the LPA would seek to secure this on site and any S106 would need to take account of any consents from third parties.

8.13 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing quality for future occupiers

8.14 All of the units as shown would comply with internal dimensions required by the Nationally Described Space Standards.

8.15 Each unit would be dual aspect with adequate outlook. A good mix of unit size is provided including 2x three bedroom units contributing to Borough's housing needs.

8.16 The ground floor unit is capable of being wheelchair accessible with level access and a disabled parking space nearby. It is expected that this unit is designed to be Category 3 'wheelchair user dwellings' M4(3) and this can be secured by condition.

8.17 With regard to amenity space, all units would be provided with private amenity space through balconies/terrace while a small communal garden would be provided to the rear. It is considered that the amenity space provided is acceptable.

8.18 Noise mitigation measures in respect of the residential adjacency to the railway line would be secured through condition.

Residential amenity for neighbours

8.19 The site sits in an isolated position and as such no other residential properties adjoin the application site. Given the separation distance of approximately 23 metres to 238 Selsdon Road and the properties further south in Carlton Road the development is not considered to appear visually intrusive or result in a loss of privacy.

8.20 The treatment of the screening to the balcony/terrace areas would be secured through condition. This would be secured in relation to the amenities of future occupiers as opposed to adjoining occupiers due to generous separation distances.

Access and parking

8.21 The application site is located within an area with a PTAL rating of 2 which indicates a poor level of accessibility to public transport links but adjoins an area with a PTAL of 3 having moderate access. The development would provide a reconfigured access onto Carlton Road and would provide 4 parking spaces including one disabled space.

8.22 The existing access is sited at the southern corner and is enclosed by a manually operated gate while there is off road parking for 2-3 cars. Vehicular access to 238 Selsdon Road is provided opposite via Carlton Road. It is therefore acknowledged that the existing arrangements would have an impact on the free flow and efficiency of the highway network.

8.23 The reconfigured access is further north than the existing crossover and would allow for better visibility due to the curvature of Carlton Road, at this particular section. Adequate turning areas are provided meaning vehicles can exit the site in a forward gear while visibility splays are achievable. Given the historic access to the site such an arrangement would not be alien to the area while activity levels would be moderate due to the number of car parking spaces provided. The access arrangements are therefore acceptable.

8.24 While 4 parking spaces are provided for a total of 9 units this is considered acceptable given the sites physical connection to bus and rail routes. The provision would also comply with the revised maximum standards set out in the London Plan

8.25 The provision of landscaping helps to integrate the development into its surroundings without compromising its safety. Given the low level increase in vehicle movements and the as a result of the development it is not considered that this would harm the safety and efficiency of the highway network.

Environment and sustainability

8.26 The site lies within a surface water flood risk area and slopes to the north and west. Given that the scheme incorporates landscaping proposals there are opportunities for SuDS to be located within the communal areas. Officers are satisfied that these issues can be dealt with by condition.

8.27 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day.

Trees and landscaping

8.28 The trees on site are not subject to a formal tree preservation order. The applicant has indicated that the trees on the railway embankment would be retained as part of this development, regardless these are located within land owned by network rail

8.29 There is a Cedar tree along the front boundary which provides a prominent feature along Selsdon road. It is therefore suggested that a replacement tree be planted along the front boundary to mitigate the loss of the cedar tree. It is suggested that this is secured via condition as part of the hard and soft landscaping proposals.

Conclusions

8.30 The proposal would result in the redevelopment of the site which would provide 8 additional homes. The loss of the locally listed building has been justified while historic reference would be maintained through public art. The proposed buildings would be in keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking, energy systems and sustainable drainage are all acceptable and can be controlled by condition.

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

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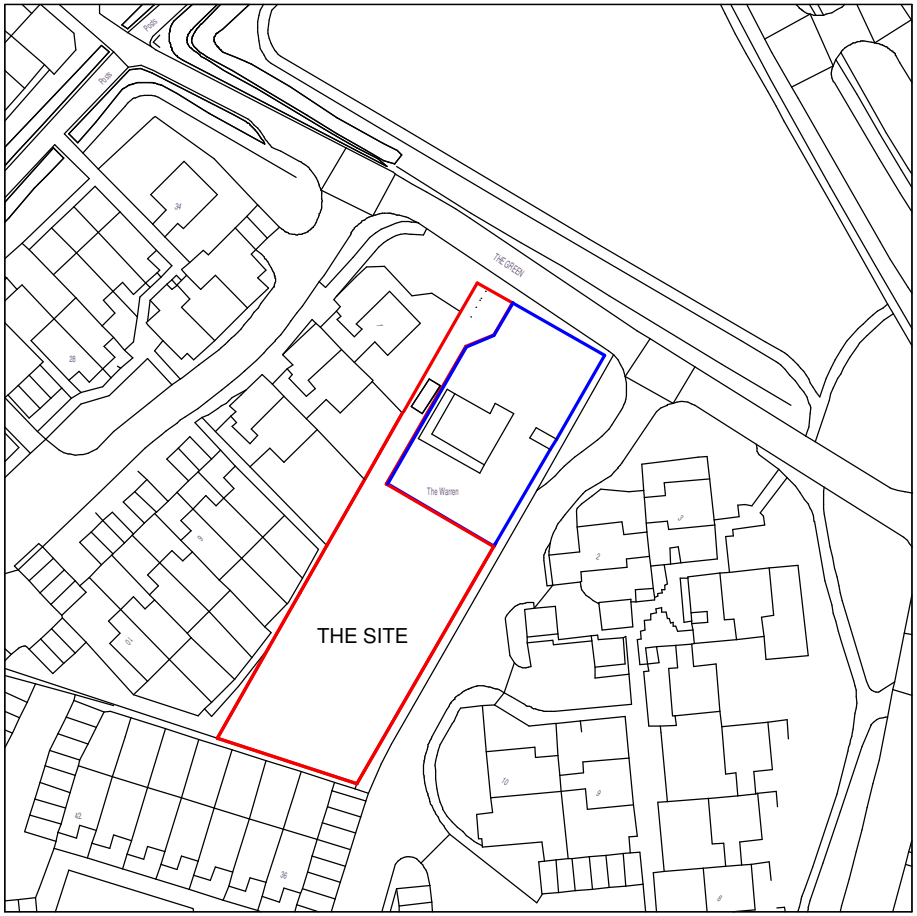

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ORDNANCE SURVEY PLAN

THE WARREN, THE GREEN CR0 9AL

SHEET SIZE : A4

CLIENT: MR TYLER **DATE: MAY 2017**

JOB NUMBER: 3487

DRAWN: H. RICHARDSON

L.P.R DESIGN TEL: 01883 627 634

SUMMARY OF APPLICATION DETAILS

Ref:	**17/02404/FUL***(Link to assocated documents on Planning Register)*
Location:	The Warren, 1 The Green
Ward:	Heathfield
Description:	Erection of three, 4 bedroom detached houses with garages. Formation of new vehicular access onto The Green and provision of associated refuse storage
Drawing Nos:	Ordnance Survey Plan; Proposed 3No dwellings on land to the rear of The Warren, The Green, Croydon CR0 9AL; Proposed Street Scene; Proposed Materials; Proposed 3No dwellings on land to the rear of The Warren, The Green, Croydon CR0 9AL Side elevations, rear elevation and proposed roof plans; Proposed 3No dwellings on land to the rear of The Warren, The Green, Croydon CR0 9AL Amended Proposed site plan.
Applicant:	Mr & Mrs Tyler
Agent:	Lee Richardson, Firs Lodge, Firs Road, Kenley, CR8 5LD
Case Officer:	Dan Hyde

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

2 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission

2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1) The proposal to be in accordance with the approved plans
2) Construction Logistics plan to be submitted and approved
3) A Sustainable Urban Drainage System to be submitted and approved
4) The landscaping to be in completed prior to occupation of the dwellings and to be maintained as such for a minimum of 5 years
5) Condition to remove permitted development rights from all of the dwellings
6) No side windows to be inserted into the north east and south west elevations
7) 110 litres of water used per person per day
8) Carbon dioxide reduction of 19%
9) To complete the proposal in 3 years of the date of the permission
10) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1) Site notice removal
2) Community Infrastructure Levy liability informative

3) Natural England standing advice
4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.2 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- Erection of 3 two storey 4 bedroom dwellings and associated landscaping
- Vehicle access created from The Green down the north western boundary
- All 3 dwellings would have a garage and off street parking space
- Refuse and cycle parking provision

Site and Surroundings

- Residential in character
- Properties surround the site are of varying designs and sizes
- Character is largely terraced dwellings on Charlwood and Crofters Mead
- The land levels on site fall from north west to south east
- The site is not subject to any designations as identified in the Croydon Local Plan Policies Map
- The site is subject to Flood Risk 1000yr Surface Water Area and Critical Damage Area.

Planning History

- The following planning decisions are relevant to the application:
    - 17/00783/PRE: Pre-application request for the erection of 3, 4 bedroom dwellings and associated vehicle access and landscaping

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would not have a detrimental impact on the street scene given the changes in land levels and use of suitable materials and a design that respects the surrounding area. As is no clear design precedent to follow in the area, the design of the scheme is acceptable.
- The proposal would accord with the Technical Housing Standards – Nationally Described Space Standards, and would have acceptable living conditions for the future occupiers.
- The proposal would not prejudice highway safety or the parking situation in surrounding streets given the acceptable levels of parking that is proposed on site.

- There would be no harm from the proposal on the neighbouring occupiers given location of windows not directly facing into other neighbouring occupiers windows, the separation distances to surrounding properties, utilising the changes in land levels and appropriate boundary landscaping.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- The application has been publicised by way of one or more site notices displayed in the vicinity 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: 14 Objecting: 14 Supporting: 0

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

Summary of objections	**Response**
Overdevelopment of the rear garden	The proposal would leave an acceptable amount of amenity space for the occupiers of the new dwellings. Whilst providing adequate parking and acceptable sized units, the garden is more than large enough to allow for this level of development in an already dense area.
Detrimental impact on the character of the area	The design of the proposal respects the surrounding area, and there is no clear precedent of design to adopt with the proposal considering the location of the site and the varied mix in design of surrounding buildings.
Vehicle entrance would cause safety hazard for vehicles	The site plan has shown adequate visibility splays that will allow for safe exit of the application site.
Increase in noise and pollution	Whilst there may be an increase in noise and air pollution during construction, this can be controlled through a construction logistics plan. The increase in noise and air pollution when the dwellings are occupied will be negligible and would not increase the overall noise heard in the estate as it is currently.
Impact on neighbouring occupiers	It is not thought that there would be a detrimental increase in overlooking, loss of light or outlook to neighbouring occupiers. There would be no windows facing directly to one another, acceptable separation distance between neighbouring occupiers, reasonable boundary treatments and a condition will be added to ensure no side windows can be

	inserted post decision and removing permitted development rights.
Poor parking provision	The proposal has adequate parking provision on site and is in accordance with the London Plan and Policy T8 of the Unitary Development Plan (Saved Policies).
Traffic issues during construction	A construction logistics plan will be submitted prior to the commencement of development which will ensure construction vehicles will not harm the flow of traffic in surrounding roads.
Alternative arrangements could be sought	The Local Planning Authority has to determine applications as submitted.
No solar panels included	A condition has been included to ensure a 19% reduction in carbon dioxide, which can include solar panels.
Foxes displaced	Foxes are not a protected species, but an informative will be included referencing the Natural England standing advice.
Security concerns	The boundary treatments are considered appropriate to ensure the surrounding dwellings and the proposed dwellings are secure from intruders.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

- 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: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

- Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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

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

- <u>Consolidated London Plan 2015 (LP):</u>

    - 3.5 on Quality and design of housing developments

- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

- Croydon Local Plan: Strategic Policies 2013 (CLP1):

  - SP1.2 Place Making
  - SP2.1 Homes
  - SP2.6 Quality and Standards
  - SP4.1 & 4.2 Urban Design and Local Character
  - SP6 Waste and Climate Change
  - SP8.15 Parking

- Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

  - UD2 Layout and Siting of New Development
  - UD3 Scale and Design of New Buildings
  - UD8 Protecting residential amenity
  - NC4 Woodland Trees and Hedgerows
  - T8 Parking
  - H2 Supply of New Housing

- There is relevant Supplementary Planning Guidance as follows:

  - SPD2 Residential Extensions (LBC)
  - Technical Housing Standards – Nationally Described Space Standards

7.1 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017 and the examination took place in May/June this year. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Townscape and visual impact
3. Residential amenity
4. Amenities of future occupiers
5. Parking and cycle storage
6. Waste and refuse

Principle of development

8.2 The principle of backland development within the borough is well established. Whilst it may not be in the local vicinity, this site is a unique site in the area where backland

development is possible. Therefore it is considered that the principle of development is acceptable, subject to other material considerations below.

Townscape and visual impact

8.3 The proposed dwellings would change the appearance of the surrounding townscape. However, the design of the proposed dwellings are sympathetic and do not introduce any design features at odds with the surrounding area and the use of brick is supported. Given the variety of properties in the immediate locale, the appearance of the dwellings is considered to be acceptable given the location of the site and its unique characteristics and would not have a detrimental impact on the townscape.

Residential amenity

8.4 The proposed dwellings would be angled within the site in order to avoid windows directly facing onto one another. This has been able to reduce the potential impact from the proposal on the neighbouring occupier's residential amenities. Furthermore, the residents on Charlwood that would be most affected would be at a higher level than the proposed dwellings, to such an extent there would not be a detrimental impact on the occupiers amenities. In addition, there would be appropriate screening along this north western boundary to mitigate for some of the noise created from vehicular traffic and from overlooking. Moreover, there is a reasonable separation distance between the proposed dwellings and those on Charlwood, the smallest of which is 15m.

8.5 The occupiers to the south west of the site would be partially affected from the proposal, the occupier of most sensitivity being no. 36. The land levels on site fall in such a way that results in no. 36 being lower than application site. However it is considered that a separation distance of 20m is significant enough to not warrant a detrimental impact from the proposal on the occupiers of no. 36.

8.6 In relation to the occupiers to the south east of the site, there would be large separation distances to the neighbouring properties. Whilst the land level changes may increase the potential harm, the fact that the dwellings are well separated in some cases over 20m this is mitigated and there is no direct window to window conflicts. In addition, due to the land levels there would be no overlooking from the properties in Crofters Mead into the site itself. The closest relationship here would be 12m from the furthest north proposed unit and the existing dwelling east. However, any overlooking here would be to a side window and would not be directly facing the proposal, therefore this relationship is considered to be acceptable.

Amenities of future occupiers

8.7 All of the proposed units would be dual aspect and therefore allow a reasonable amount of light into the units which is supported.

8.8 All of the units proposed would be 4 bedrooms provided over 2 stories, with the capability of housing 7 people. This size of accommodation requires 115m², whilst the proposed units would be 148.8m², therefore exceeding the requirements under the Nationally Described Technical Housing Standards.

8.9 All 3 dwellings would have private amenity space to the rear with appropriate boundary treatments to ensure this space is indeed private. There are also small

amenity spaces to the front. The private amenity space provided is considered to be acceptable and large enough to accommodate for the dwellings

Parking and cycle storage

8.10 The site has a Public Transport Accessibility Level of 2, which is considered low. However the scale and nature of the development is such that is likely to have a negligible impact on the surrounding highway network. In total 3 garages are proposed with space in front for an additional car; this is acceptable given the relatively poor public transport accessibility and the scale of the development. Access to the dwellings through the new side road is a sufficient width to allow access for emergency vehicles. Visibility splays have been shown on a plan to allow for safe exit and entry to the site, and it is clear that vehicles will be able to exit the site in forward gear.

8.11 In relation to cycle store provision, 2 have been provided for each dwelling, this brings the development in line with the London Plan and is therefore acceptable.

Waste and refuse

8.12 All units would be served by bin stores close to the entrance of the site, requiring the residents to bring their bins to the bin store on collection day. The location of the bin store is acceptable and is also covered and secure.

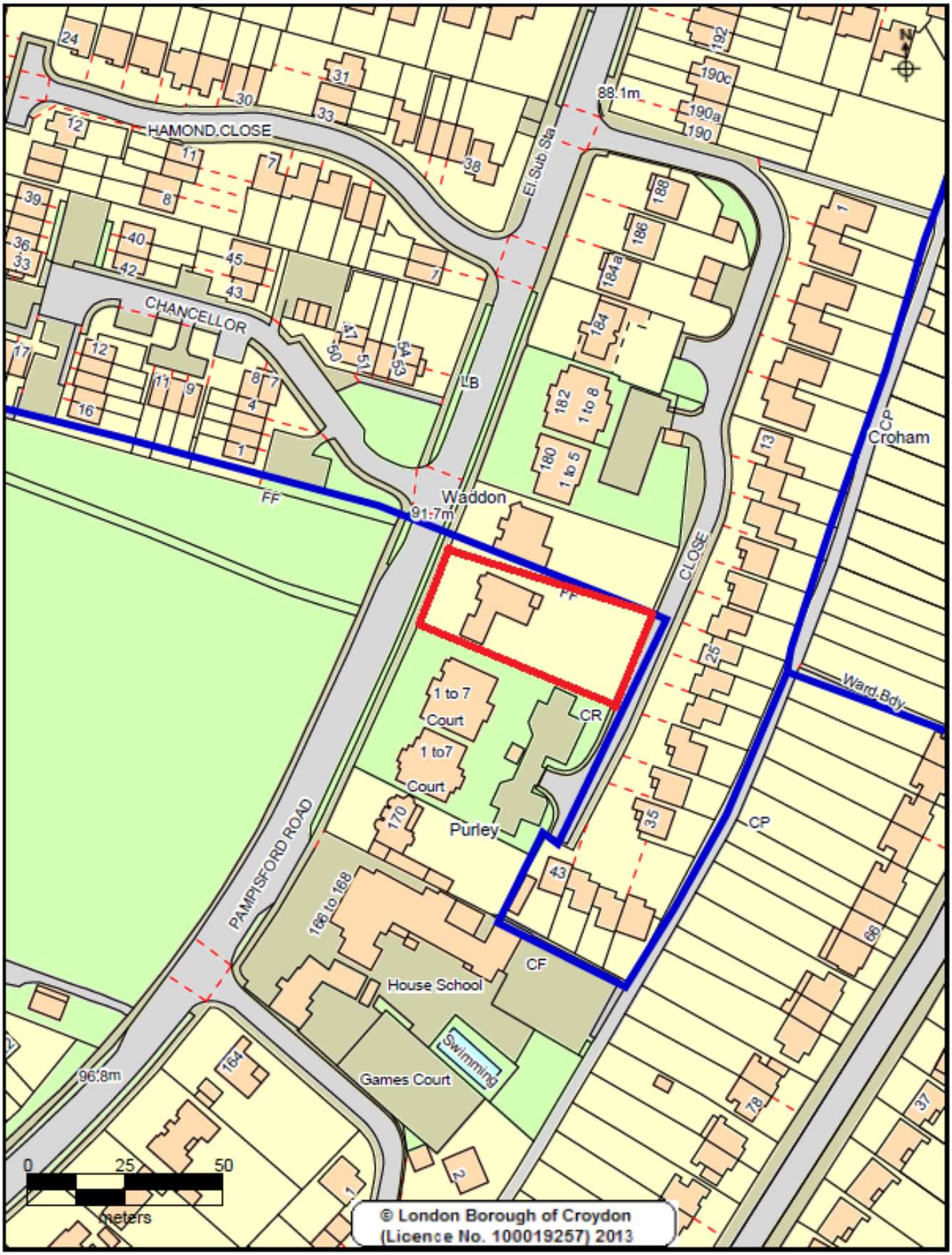
Flooding

8.13 The site is subject to Flood Risk from surface water in 1 in 1000 year events, this is considered to be a low risk of flooding. The proposal is seeking to incorporate permeable paving for the hard landscaped areas, new planting along the north west, south west and south eastern boundaries and a reasonable proportion of the site being laid to lawn. It is therefore considered that the proposal incorporates reasonable surface water flood risk mitigation measures.

Conclusions

8.14 It is recommended that planning permission should be granted for the proposal, as it would not have a detrimental impact on the townscape or the visual amenity of the area. The proposal would not have a detrimental impact on the amenities of neighbouring occupiers due to significant separation distances, boundary landscaping and no direct window conflicts. The proposal would provide acceptable car parking and cycle storage and waste and refuse storage.

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



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29-Aug-2017

1 SUMMARY OF APPLICATION DETAILS

Ref: **17/03118/FUL***(Link to associated documents on Planning Register)*
Location: 176 Pampisford Road, South Croydon,CR2 6DB
Ward: Purley
Description: Demolition of existing dwelling and erection of 2 storey building with accommodation within the roof space, containing 1 x 3 bed, 2 x 1 bed and 6 x 2 bed apartments with associated parking and vehicular access of Blackford Close
Drawing Nos: PMP176/001, PMP176/111, PMP176/200, PMP176/110 and PMP176/100
Applicant: Mr Christodoulou
Agent: Barry Hillman
Case Officer: Georgina Betts

	1 bed	**2 bed**	**3 bed**
Flats	2 (2 persons)	6 (4 persons)	1 (5 person)

Number of car parking spaces	**Number of cycle parking spaces**
7	16

1.1 This application is being reported to Planning Committee because the adjoining Ward Councillor (Andrew Pelling) made representations in accordance with the Committee Consideration Criteria and requested committee.

2 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission.

2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. In accordance with the approved plans
2. Details of parking arrangements, vehicular turning area, visibility splays, vehicular access and egress, garden and communal areas, refuse, cycle and pram stores to be provided as specified within the application
3. Details of the security lighting, screening to balconies and disabled parking bay to be submitted to and approved.
4. Compliance with condition 3 before occupation
5. Existing access to be closed
6. Window restrictions in north-east and south-west elevations other than as specified
7. Scheme of archaeological investigation to be submitted and approved

8. Samples of the external facing materials to be approved
9. Hard and soft landscaping details to be approved (to include SUDS)
10. Water usage and Carbon Dioxide emission reduction
11. Works to commence within 3 years
12. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1) Site notice removal
2) Community Infrastructure Levy
3) Code of practise for construction sites
4) Social housing relief
5) Archaeological scope of the written scheme of investigation
6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.3 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing building
- Erection of a two storey building with accommodation in roofspace comprising 1x three bed, 2x one bed and 6x two bed apartments
- Provision of 7 car parking space and 16 cycle spaces
- Provision of disabled lift, refuse and pram stores
- Associated hard and soft landscaping
- Creation of vehicular access onto Blackford Close

3.2 The main differences between this scheme and the 2004 refused application are:

- A reduced depth of building
- The vehicular access has been re-sited from Pampisford Road to Blackford Close
- Amendments to the detailed design
- A larger communal/garden area
- Relocation of front entrance from the flank wall to front elevation
- Further development along Pampisford Road
- Adoption of the NPPF and change in Local Plan Policies

Site and Surroundings

3.3 The site is rectangular in form and consists of a substantial two storey detached dwelling with a parking area towards the front of the site and a large private

garden to the rear. Pampisford Road is predominantly residential in character and has been subject to previous flatted development with recent developments at 172-174, 178 and 180-182 Pampisford Road.

3.4 The wider area comprises of semi-detached, detached flatted residential units, with school buildings further south (Cumnor House) and allotments diagonally opposite. Blackford Close is located to the rear of the site and consists of modest two storey link detached residential dwellings. Vehicular access to flatted developments at 172-174, 178 and 180-182 Pampisford Road is via Blackford Close as with this proposal. Blackford Close previously formed part of the rear gardens of the Pampisford Road properties and as such backland/back garden development is a characteristic of the area.

3.5 The site lies within an Archaeological Priority Zone and an area at risk of surface water flooding. Pampisford Road is classified as a Local Distributor Road as identified by the Croydon Plan.

Planning History

3.6 The following planning decisions are relevant to the application:

3.7 **172-174 Pampisford Road**
03/01021/P Planning permission was allowed on appeal in October 2003 for the demolition of existing buildings; erection of 2 two/three storey buildings comprising 14 two bedroom flats; formation of access and provision of 14 parking spaces. This permission has been implemented.

3.8 **176 Pampisford Road**
04/04391/P Planning permission was refused in February 2005 for the demolition of the existing building; erection of two/three storey building with accommodation in roofspace comprising 6 two bedroom and 4 one bedroom flats; provision of associated parking.

3.9 Refused on three grounds; the siting massing and layout; harm to adjoining occupiers; failure to take account of adjoining sits and would be piecemeal development.

3.10 **180-182 Pampisford Road**
06/03769/P Planning permission was allowed on appeal in July 2007 for the demolition of existing buildings; erection of 2 two storey buildings with accommodation in roofspace to provide 10 two bedroom and 3 one bedroom flats; formation of vehicular access and provision of associated parking spaces. This permission has been implemented.

3.11 **178 Pampisford Road**
11/02397/P Outline planning permission was granted on the 7th February 2012 for the demolition of the existing building; erection of a two storey building with accommodation in the roofspace to provide 8 flats; formation of vehicular access onto Blackford Close and provision of associated parking

3.12 **178 Pampisford Road**
15/00427/RES - Permission was granted for the reserved matters in respect of outline planning permission 11/02397/P

3.13 **178 Pampisford Road**
15/05406/P – Permission granted for the demolition of the existing building; erection of a two storey building with accommodation in the roofspace to provide 8 flats; formation of vehicular access onto Blackford Close and provision of associated parking. This consent has since been implemented.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of this part of Purley.
- The design and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards
- The highway impact upon Pampisford Road and Blackford Close is considered acceptable
- Sustainability and flooding aspects can be controlled by 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 one or more site notices displayed in the vicinity 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: 13 Objecting: 5 Supporting: 8

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:

Objections:

- Parking congestion as a result of the development
- Further pressure onto Blackford Close
- Loss of privacy/light
- Loss of trees
- Noise and general disturbance
- Not in keeping with the area

Support:

- The development provides much needed affordable housing

6.3 Councillor Andrew Pelling [Local Ward Councillor] has made the following representations:

- Impact on the character and appearance of the narrow part of Blackford Close
- Car park and access directly onto to this narrow road from the development.
- This site is well served by public transport on the Pampisford Road and thus I feel that the proposed car park is too large
- Opens up views in Blackford Close to what will be a less green aspect where mature tress also need protection, thus changing the character and appearance of Blackford Close itself.

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: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.4 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.5 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD6 Safety and security
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscape design
- UD15 Refuse and recycling storage
- NC4 Woodlands, trees and hedgerows
- T2 Traffic generation from development
- T4 Cycling
- T8 parking
- H2 Supply of new housing

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.7 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. The examination took place between 18th May and 31st May 2017. Policies which have not been objected to can be given some weight in the decision making process. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Townscape and visual impact
3. Housing Quality for future occupiers
4. Residential amenity for neighbours
5. Transport
6. Sustainability
7. Trees
8. Ecology

Principle of development

8.2 The application site lies within an established residential area which comprises a mix of flatted and single dwelling development. The principle of the development is therefore considered acceptable subject to further considerations listed below.

Townscape and visual impact

8.3 The two storey massing (with accommodation in roof space) of the development seeks to respect the street scene by ensuring continuity of the established ridge line while the proportions and architectural detailing respect the neighbouring buildings. The building sits comfortably within its plots with adequate spacing to both side boundaries while a large proportion of communal space would be provided to the rear.

8.4 The detailed design of the building picks up on key ‘Purley Characteristics’ such as timber detailing and tile hanging while the building has a distinct architectural difference to the buildings either side of the site creating visual interest within the street scene.

8.5 The overall scale, massing and design is considered appropriate in respect of the above policies and is not considered to harm the character and appearance of the surrounding area.

Housing quality for future occupiers

8.6 The layout, including the outlook from each unit would be acceptable. There would be a communal amenity area to the rear of the flats. Furthermore, the flats would have access to private amenity space in the form of a patio or balcony. Adequate provision has been made for communal and private amenity space along with suitable flat and room sizes, which will meet the needs of future residential occupiers and as such would comply with the above policies.

Residential amenity for neighbours

8.7 It is noted that the proposed development is marginally deeper than the neighbouring flatted developments at 178 Pampisford road and Colvill Court. This separation distances would negate any perceived harm in terms of visual intrusion. Windows at or above first floor would be conditioned to be obscurely glazed and as such would prevent any overlooking. As such the development would have an acceptable relationship to these neighbours.

8.8 A window to window separation distance of approximately 42 metres would exist between the development and the properties with Blackford Close. The separation distance is approximately double the standards set out in the London Plan and as is acceptable. Given this fact the development is not considered to result in a loss of privacy or light to the properties in Blackford Close and therefore this relationship is considered acceptable. Flats surrounding flats would not give rise to an unacceptable relationship in respect of noise and disturbance.

8.9 There are no sole habitable room windows in either flank wall of 178 or 174 Pampisford Road, those presently on site are either secondary in nature, are obscurely glazed or serve rooms of less than 12m2 (kitchens).

Transport

8.10 The subject site is in an area with a PTAL accessibility rating of 1a (on a scale of 1a - 6b, where 6b is the most accessible), as indicated on maps produced by TfL. The site is therefore considered to have poor access to public transport links. However regular bus routes are in operation along Pampisford Road.

8.11 Provision has been made for 7 on-site parking spaces and the site is capable of providing one disabled space even though not specified at this stage. Provision is also made for on site for cycle storage in accordance with the London Plan. Given the type of accommodation proposed and the need to encourage sustainable transport choice the level of parking proposed is considered acceptable.

8.12 Saved Policy UD13 of the Croydon Plan (2006) Saved Policies 2013 requires car parking and access arrangements to be safe, secure, efficient and well designed. The applicant has demonstrated through the provision of pedestrian visibility splays that the proposed access would be safe and efficient and as such it is recommended that such matters are conditioned as part of any approval.

8.13 Adjoining occupiers have raised concerns over the increased use of Blackford Close and likely parking congestion that this development would cause. Blackford Road by its nature would not carry a fast or constant stream of traffic. From the Officers site visit it was evident that there was low levels of parking stress on Blackford Close while it was noted that no vehicles were present within the parking area of the development at 178 Pampisford Road, which is now occupied. The marginal increase in vehicle movements as a result of this development would not in the Council's view be detrimental to public safety or result in an unreasonable degree of parking stress.

8.14 Refuse collection would be via Blackford Close as other neighbouring developments and would be sited within 20 metres of the highway. This arrangement is acceptable on highway grounds.

Sustainability

8.15 CLP: SP Policy SP6.3 (Sustainable design and construction) requires all new build housing to achieve Code for Sustainable Homes Level 4 *or equivalent*. As such it is recommended that a condition is attached requiring the applicant to achieve a 19% reduction in CO2 emissions while ensuring that water consumption does not exceed 110L per head per day.

Trees

8.16 No trees of merit would be removed to accommodate for the development and the site is capable of providing a meaningful landscaping scheme. As such it is recommended that such matters are secured via condition.

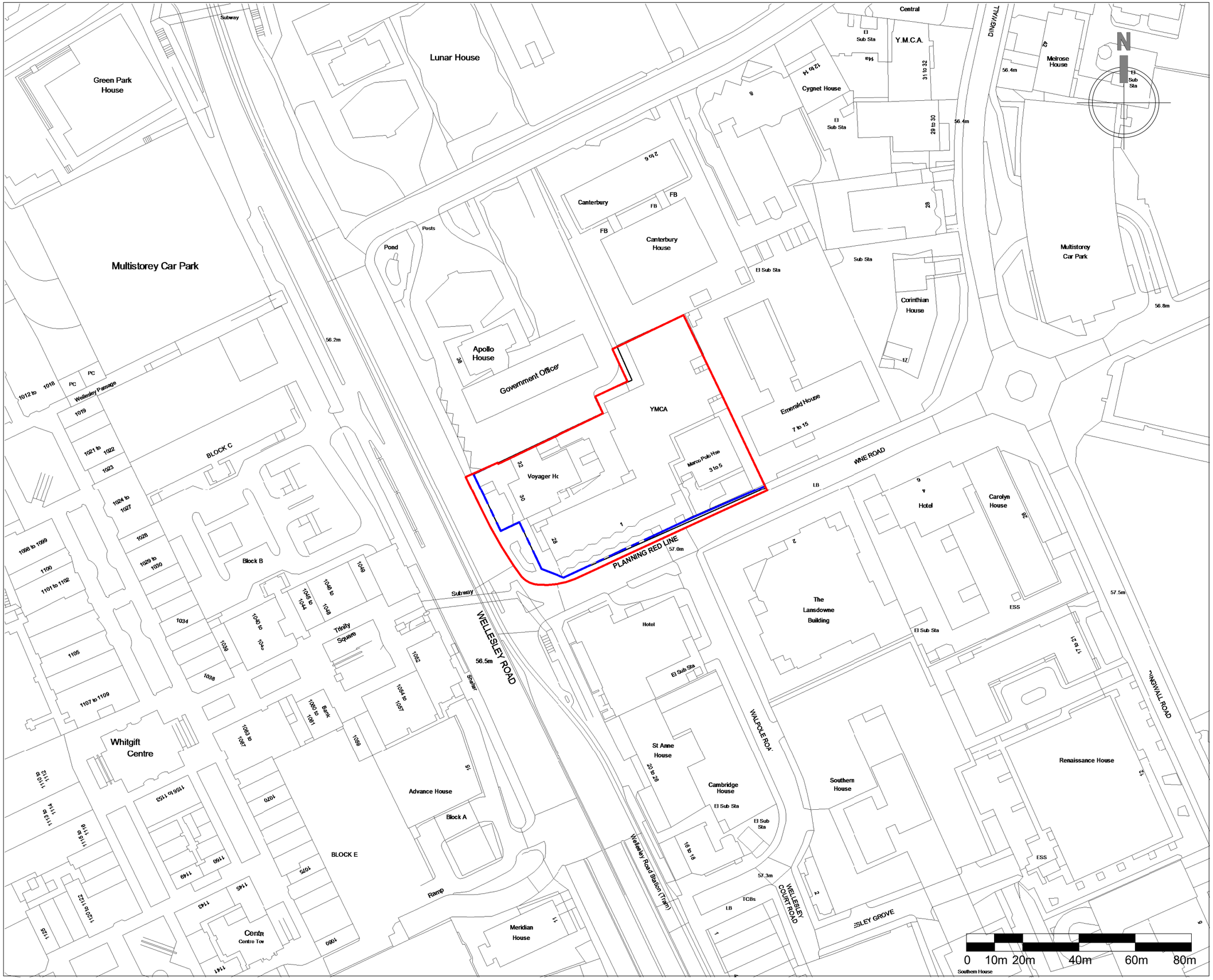
Flood Risk

8.17 The site lies within an area at risk of surface water flooding. However given its limited risk it is recommended that the landscaping condition incorporates flood prevention measures such as the use of Sustainable Drainage Systems (SuDS). Any SuDS proposals should be appropriate to the sites identified flood risk.

Conclusions

8.18 The proposal would result in the redevelopment of the site which would provide 8 additional homes in the borough. The development would be in keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking, energy systems and sustainable drainage are all acceptable in principle and can be secured by condition.

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



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Notes

Site Boundary Line

Planning Red Line

Rev: P01 **Date:** 30.06.17 **Drw:** AW **Chk:** PL
Planning Issue

Do not scale off this drawing
Report all errors and omissions to the Architect
Dimensions to be checked on site
Plot date: 29/06/2017 10:11:10

Client:
One Lansdowne Road Ltd

Project:
One Lansdowne Road

Title:
Site Location Plan

Drawing status:
Planning Issue

Scale @ A3
1 : 1250

Drawing No: **Rev:**
2172-00-DR-0001 P01

1 SUMMARY OF APPLICATION DETAILS

Ref: **17/03457/FUL** *(Link to associated documents on Planning Register)*
Location: 1-5 Lansdowne Road and Voyager House, 30-32 Wellesley Road, Croydon CR0 2BX
Ward: Fairfield
Description: Demolition of the existing buildings and the erection of a part 11, part 41, part 68 storey development comprising 794 residential units (Use Class C3), 35,000 sq.m (GIA) of offices (Use Class B1a), retailing/restaurant/bar uses (Class A1/A3/A4 and/or A5), public viewing gallery, swimming pool and gym (Use Class D2), with associated access and servicing, car/cycle parking, landscaped pedestrian walkways and public plaza.
Drawing Nos: 2172-00-DR-0001-P01, 2172-00-DR-0002-P01, 2172-00-DR-1000-P01, 2172-00-DR-1001-P01, 2172-00-DR-1002-P01, 2172-00-DR-1003-P01, 2172-00-DR-1004-P01, 2172-00-DR-1005-P01, 2172-00-DR-1006-P01, 2172-00-DR-1007-P01, 2172-00-DR-1008-P01, 2172-00-DR-1009-P01, 2172-00-DR-1010-P01, 2172-00-DR-1011-P01, 2172-00-DR-1012-P01, 2172-00-DR-1013-P01, 2172-00-DR-1014-P01, 2172-00-DR-1015-P01, 2172-00-DR-1016-P01, 2172-00-DR-1017-P01, 2172-00-DR-1018-P01, 2172-00-DR-1019-P01, 2172-00-DR-1020-P01, 2172-00-DR-1021-P01, 2172-00-DR-1022-P01, 2172-00-DR-1023-P01, 2172-00-DR-1024-P01, 2172-00-DR-1025-P01, 2172-00-DR-1026-P01, 2172-00-DR-1027-P01, 2172-00-DR-1028-P01, 2172-00-DR-1029-P01, 2172-00-DR-1030-P01, 2172-00-DR-1031-P01, 2172-00-DR-1032-P01, 2172-00-DR-1035-P01, 2172-00-DR-1036-P01, 2172-00-DR-1037-P01, 2172-00-DR-1038-P01, 2172-00-DR-1070-P01, 2172-00-DR-1071-P01, 2172-00-DR-1072-P01,2172-00-DR-1073-P01, 2172-00-DR-1074-P01, 2172-00-DR-1075-P01, 2172-00-DR-1076-P01, 2172-00-DR-1078-P01, 2172-00-DR-1079-P01, 2172-00-DR-1080-P01, 2172-00-DR-1081-P01, 2172-00-DR-1082-P01, 2172-00-DR-1085-P01, 2172-00-DR-1086-P01, 2172-00-DR-1087-P01, 2172-00-DR-1088-P01, 2172-00-DR-1089-P01, 2172-00-DR-0601-P03, 2172-00-DR-0602-P03, 2172-00-DR-0603-P03, 2172-00-DR-0604-P03, 2172-00-DR-0605-P02, 2172-00-DR-0606-P02, 2172-00-DR-0607-P01, 2172-00-DR-0608-P01, 2172-00-DR-0098-P04, 2172-00-DR-0099-P04, 2172-00-DR-0100-P06, 2172-00-DR-0101-P05, 2172-00-DR-0102-P01, 2172-00-DR-0103-P01, 2172-00-DR-0104-P05, 2172-00-DR-0105-P01, 2172-00-DR-0106-P02, 2172-00-DR-0107-P01, 2172-00-DR-0108-P02, 2172-00-DR-0109-P01, 2172-00-DR-0110-P06, 2172-00-DR-0111-P02, 2172-00-DR-0112-P02, 2172-00-DR-0113-P01, 2172-00-DR-0114-P01, 2172-00-DR-0115-P01, 2172-00-DR-0116-P01, 2172-00-DR-0117-P02, 2172-00-DR-0118-P02, 2172-00-DR-0119-P01, 2172-00-DR-0120-P01, 2172-00-DR-0121-P01, 2172-00-DR-0122-P01, 2172-00-DR-0123-P01, 2172-00-DR-0124-P01, 2172-00-DR-0125-P02, 2172-00-DR-0126-P02, 2172-00-DR-0127-P01, 2172-00-DR-0128-P01, 2172-00-DR-0129-P01, 2172-00-DR-0130-P02, 2172-00-DR-0131-

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Case Officer: Laura Field

	Studio	**1 bed**	**2 bed (4 person)**	**3 bed (5 person)**	**4 bed**
Flats	125	318	279- 170 of those to be affordable	64	8

Number of car parking spaces	**Number of cycle parking spaces**	**Number of motorcycle spaces**
72 (68 of those are accessible for disabled drivers) including 4 car club spaces	1,484 cycle parking spaces with an additional 50 for short stay	85

1.1 This application is being reported to Planning Committee because the proposal meets the thresholds for Committee consideration and the Chair of Planning Committee (Cllr Paul Scott) made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration.

2 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission subject to:

The prior completing of a legal agreement to secure the following planning obligation

a) Affordable housing provision to include:
170 units in the west tower, (21.4% of totals units or 20.77% by habitable room) split between:

- 55 units at intermediate rent (27 units Discount Market Rent (discounted at 80% of market) rent and 28 units London Living Rent) and;

- 115 units as shared ownership with a minimum 25% initial equity sold and the ability to staircase.

b) Affordable housing review mechanism (early and late stage review in accordance with the Mayor of London Affordable Housing and Viability SPG 2017)
c) Financial contribution towards air quality (£87,058)
d) Local employment and training strategy and contribution (construction and end user phases - £535,442)
e) Zero Carbon off-set contribution (£1,168,200 or a lesser sum should on site mitigation be secured – including connection and participation to a district energy scheme)
f) Connection to district energy scheme
g) Contributions towards trams and buses (£1,200,000)
h) Free public access to viewing gallery
i) Allowing the public to pass and repass within the public realm areas and maintenance of these areas
j) Maintenance of car/bike lifts
k) Securing pedestrian link with public plaza and public realm areas
l) Removal of future residents applying for parking permits
m) Retention of architects
n) Footway and loading bay works
o) TV mitigation measures
p) Monitoring fees (in accordance with the LB Croydon S.106 Planning Obligations/CIL Review 2017)
q) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement.

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

Conditions

1) Time limit of 3years
2) Development implemented in accordance with submitted drawings
3) In accordance with submitted noise assessment
4) Noise from air and plant units should not increase background noise
5) Construction and demolition logistics and environmental management plans including air quality dust risk assessment to submitted
6) Extract systems for food premises to be submitted
7) Lighting to be submitted including a night time illumination scheme
8) Submission of a window ventilation systems and sound insulation
9) Visibility splays to be submitted
10) Car park management plan to be submitted
11) Waste management plan to be submitted
12) Submission of a travel plan
13) Submission of details of the car club
14) Car parking spaces to be provided as specified including disabled person

15) Submission of electric vehicle charging points
16) Details of cycle storage and provision of showers and lockers for staff or commercial elements
17) Submission of cycle parking strategy
18) Details of lay-bys to be submitted and only used for drop off and deliveries
19) Delivery and service plan to be submitted
20) Petrol and oil receptors provided in car park areas
21) Impact studies on existing water supply infrastructure to be submitted
22) Piling method statement to be submitted
23) Archaeology scheme of investigation to be submitted
24) Water usage
25) Carbon reduction at 35%
26) BREEAM excellent shall be achieved
27) Details of district energy scheme to be submitted
28) Submission of details of the PV panels
29) Submission of secure by design scheme including CCTV
30) Submission of surface water drainage strategy
31) Submission of contamination report
32) Full palette of external facing materials to be submitted
33) Submission of 1:1 mocks up of typical façade bays constructed on site for review
34) Submission of all key details of external envelope in plan and section
35) Submission of wind mitigation methodology and measures
36) Submission of a hard and soft landscaping scheme to include children's play area and 5 metres footway to be maintained.
37) Submission of all key details of hard and soft landscaping scheme in plans and section
38) Submission of details of amenity areas and children's plays areas
39) Details of the public realm areas to be submitted
40) Submission of full hard landscape palette
41) Maintenance and cleaning strategy for the building and public realm areas
42) Details of CCTV scheme to be submitted
43) Submission of biodiversity enhancements
44) Aviation warning lights to be provided
45) Submission of low emissions strategy
46) Provision of wheelchair dwellings
47) Submission of window cleaning equipment's including machine tracks
48) Submission of public art strategy and details public art proposals
49) Use of ground floor as Class A1/A3/A4/A5
50) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informative

1) Community Infrastructure Levy (CIL) – Granted
2) Removal of site notices
3) Code of practice on construction sites
4) Subject to a legal agreement
5) Connection to public sewers and surface water drainage
6) Archaeology written scheme of investigation
7) Secure by Design
8) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That the Planning Committee confirms that it has had special regard to the desirability of preserving the settings of listed buildings and features of special architectural or historic interest as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990; and has paid special attention to the desirability of preserving or enhancing the character or appearance of conservation areas as required by Section 72 of the Act.

2.5 That if, by 6th October 2017, the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

3 BACKGROUND AND INTRODUCTION

3.1 As Members will recall, on 16th June 2016, the Planning Committee resolved to refuse planning permission for the redevelopment of the application site involving the following development (LBC Ref 16/00471/P).

Demolition of existing buildings and the erection of a part 11, part 39, part 69 storey development comprising 917 flats, retailing and restaurant uses (Class A1/A3/A4 and/or A5), officers (Class B1a) bar/restaurant (Class A3/A4) viewing gallery, swimming pool and gym (Class D2) with associated servicing, car/cycle parking, walkways and plaza and landscaping and access.

3.2 The refusal of planning permission was dated 13th July 2016 and the case is set to be heard by way of a public inquiry (scheduled for the 23rd January 2017. It has been confirmed that the planning appeal will be determined by the Secretary of State himself (rather than by a Planning Inspector on his behalf).

3.3 The current application seeks to deal with the 8 reasons for refusal cited in the July 2016 decision notice. The applicant and the local planning authority have entered into a Planning Performance Agreement (with an associated bespoke planning application determination timeline) with a mutual agreement that the planning appeal/public inquiry will fall away (with no costs being claimed by either party) if planning permission is forthcoming (alongside a satisfactorily concluded S.106 Agreement).

3.4 The extent to which the current scheme resolves the various reasons for refusal is therefore critical, alongside the extent to which the scheme seeks to properly mitigate its impact and respond proactively to the various policy requirements (including design, heritage, affordable housing, employment and training objectives, transport mitigation, air quality mitigation and London Plan Zero Carbon requirements).

3.5 As Members will also be aware, planning permission was previously granted (back in 2012) for the redevelopment of the site (albeit excluding the redevelopment of Voyager House) involving the following development (LBC Ref 11/02986/P)

Demolition of existing buildings and the erection of a part 12, part 16, part 55 storey building comprising residential use (Class C3) office Use (Class B1) café/restaurant (Class A3) leisure (Class D2) and hotel (Class C1) with associated parking, landscaping ad access

3.6 A planning condition was attached to this planning permission which gave the developer 5 years to commence development pursuant to this planning permission (up

until 28th March 2017). Following on from the submission of applications to discharge the various pre-commencement conditions, development pursuant to this 2012 planning permission commenced in March 2017 (involving partial demolition of one of the existing structures on the site). Officers are therefore satisfied that the previous planning permission remains extant and therefore represents a material planning consideration. That said, the 2012 determination pre-dated the adoption of the Croydon Local Plan (CLP1) and also predated the current Community Infrastructure Levy regime. The weight to be afforded to this previous planning permission is also informed by the prospects of any progress being made in building out the 2012 scheme. Whilst a material start on site has occurred, no further works are currently taking place. The developer is presumably awaiting the outcome of this current application for planning permission and/or the outcome of the pending planning appeal.

4 PROPOSAL AND LOCATION DETAILS

Proposal

4.1 The development is notionally divided into two linked east and west elements. The eastern tower comprises 68 storeys, with a western tower of 41 storeys with a linked 11 storey podium structure. Architectural expression would be similar to that on the approved 2012 scheme and the design would be similar to the refused 2016 scheme (see details below) with main body of the development formed by rectilinear blocks with protruding box-like features with large areas of glazing and curved bronze feature elements flowing around the building to create a somewhat sculptured appearance to the elevations. The proposal would also include public ream works including a plaza to the rear of the proposed buildings alongside two pedestrian routes running north/south and east/west.

4.2 The application would include the following aspects:

- Demolition of the existing buildings
- 35,563 sq.m office floor space
- 794 residential units with 125 studio units, 318x1 bedroom units, 279x2 bedroom units, 64x3 bedroom units and 8x4 bedroom units.
- The affordable housing offer is 21.4% by unit numbers (or 20.77 by habitable rooms). These are all in the west tower. This is as follows:
  - 55 units at intermediate rent (27 no. Discount Market Rent (discounted at 80% of market) rent and 28 no. London Living Rent), and;
  - 115 units as shared ownership with a minimum 25% initial equity sold and the ability to staircase.
  - Total of 170 units
- Shared communal gardens/spaces on levels 11 and 30.

4.3 The scheme also includes:

- Health club including a swimming pool on the 11th floor
- Active double height retail frontages at the ground level proposing a variety of retail, café and restaurant uses
- A bar, restaurant and viewing gallery accessible to the public on the 64-66 floors of the east tower
- 72 car parking spaces (68 of those are accessible for disabled drivers) and also including 4 car club spaces.

- 85 motor cycle parking spaces and 1,484 cycle parking spaces in 2 level basement accessed from Landsdowne Road. There would be an additional 50 cycle spaces at ground level for short stay purposes – located within the public realm.
- Short stay servicing facilities would also be available within Landsdowne Road although the development would be predominantly serviced from within the ground floor servicing bay.

Site and Surroundings

4.4 The application site (generally level and 0.475 ha in site area) is situated at the junction of Wellesley Road and Lansdowne Road. It is approximately 300 metres from East Croydon Rail Station, 370 metres from West Croydon Rail Station and 60 metres to the east of the edge of Croydon Primary Shopping Area. The site is currently occupied by a hostel, a hotel, a fitness centre, café, bar, restaurant and offices. The existing buildings on the site vary in height from 4-11 storeys.

4.5 Referring back to the 2012 grant of planning permission, the site now includes Voyager House, which is a six storey building fronting onto Wellesley Road. Adjacent to the site and to the east, is Emerald House (12 storeys) which is currently being converted from office to residential use (following on from a previous office to residential prior approval in 2014 and a grant of planning permission for a further 8 flats on the flat roof of Emerald House in 2016 (LBC Refs 14/01605/GPDO and 16/04025/P respectively)).

4.6 To the west of the site lies Wellesley Road, a dual carriageway following a north/south alignment which is a major artery through Central Croydon for public transport (buses, trams) but also for private motor vehicles. On the opposite side of Wellesley Road is the shopping core of Croydon, focused around the Whitgift and Centrale Shopping Centres. The Whitgift Centre and associated office blocks have previously been granted planning permission (in 2014) for redevelopment for a new shopping centre with residential blocks above the centre along Wellesley Road. The Council secured funding from GLA to improve the environment and provide a new at-grade crossing on Wellesley Road (at Poplar Walk/Bedford Park) which is coordinated with illustrative proposals from Croydon Partnership to further upgrade the quality of the road. Phase one of these works has been completed. There are also proposals to introduce a further at-grade pedestrian crossing on Wellesley Road, on the Lansdowne Road alignment and proposals from TfL to implement a new tram loop on Dingwall Road/Lansdowne Road.

4.7 To the south of the site is the Jury's Inn Hotel and beyond this are a number of office buildings of varying heights with retail uses fronting onto Wellesley Road at ground floor level. Beyond this is Croydon College, the main education focus within the town centre.

4.8 To the north are various office buildings including the Home Office at Apollo House, which is a 22 storey building and Canterbury House which is an 11 storey building which has been converted into residential units following a previous office to residential prior approval process in 2014. To the north of these office blocks is Saffron Square which comprises buildings of varying heights, including a 44 storey tower. To the east of the site are various office and multi-storey car parking uses.

4.9 East Croydon Rail Station lies to the south east of the site and a pedestrian bridge across the tracks/platforms opened in 2014, linking the station directly to Lansdowne Road. Adjacent to the station are a number of cleared sites and construction sites being

brought forward by Menta/Redrow and Stanhope Schroeder for residential and office purposes. Further to the east the character of the area changes to low rise Victorian housing.

4.10 The site is within the area covered by the Croydon Opportunity Area Planning Framework (OAPF), it is within an Area of High Density identified in the Croydon Local Plan Policies Map and in an area identified as suitable for tall buildings in Croydon Local Plan Strategic Policies and the OAPF. The site is also within Croydon Metropolitan Centre, at a distance of some 60 metres from the Primary Shopping Area defined in the Croydon Local Plan Policies Map.

Planning History

4.11 The following planning decisions on this site are relevant to the application:

11/02986/P

On 28th March 2012, planning permission was granted for the Demolition of existing buildings and erection of a part 12, part 16, part 55 storey building, comprising residential (Use Class C3), office (Use Class B1), café/restaurant (Use Class A3), leisure (Use Class D2) and hotel (Use Class C1), with associated parking, landscaping and access. As raised above, a material start on site has commenced (albeit on a limited basis)

The S.106 Agreement attached to this grant of planning permission included the following obligations and covenants:

- The provision of on-site affordable housing (5% on site in the form of shared ownership units – 18 units in all comprising 9x1 bed, 8x2 bed and 1x3 bed with 3 of the units being wheelchair accessible)
- The provision of affordable housing off site (via a donor site to be determined) comprising 46 shared ownership habitable rooms and 46 affordable rent habitable rooms (with 35% of units having 3 or more bedrooms and with 10% being wheelchair accessible);
- Payment of an affordable housing in lieu contribution – if the developer is unable to provide the required off site affordable housing - £20,000 per habitable room (shared ownership and index linked) and £26,000 per habitable room (affordable rent and index linked) - £2,116,000 indexed linked.
- Provision of a viability review (three months prior to commencement of development) and further reviews if development is stalled – comprising a deferred affordable housing contribution
- Index linked financial contributions covering the following:
  1. Croydon Metropolitan Improvement Contribution - £1,619,1777 (to be paid according to various triggers)
  2. Health Related Contributions - £137,200 (to be paid according to various occupational triggers)
  3. Educational Contributions - £99,400 (to be paid according to various occupational triggers)
  4. TfL Contribution £368,000 (paid on transfer of 50% of net internal floor area)
- On site car club
- TV Signal Mitigation
- Restriction of Car Parking Permits

- Monitoring Costs (£10,000)

14/00699/PRE

In May 2014 the following pre application proposal was presented to the former Strategic Planning Committee

Demolition of existing buildings & erection of a part 12, part 35 and part 57 storey development in 2 blocks (Block A & Block B) over a shared 2 level basement. Block A will rise to a height 57 storeys with Block B rising to 35 storeys. The proposed development to be used primarily for residential purposes (accommodating 900 residential units in total with a mix of studios, 1, 2, 3 and 4 bed units) with commercial uses at ground floor. This case was presented to the former Strategic Planning Committee on the 8th May 2014.

15/04702/PRE

In November 2015, the following pre application proposal was presented to the Planning Committee (at this time Voyager House had been included as part of the application site).

Redevelopment of the existing site for a predominantly residential and office based scheme ranging from 11 to 65 storeys, with retail/restaurant use at ground floor level. This case was presented to the Planning Committee on 25th November 2015.

16/00471/P

As raised above, on 13th July 2016, planning permission was refused for the following development

Demolition of existing buildings; erection of part 11, part 39, part 69 storey development comprising of 917 flats , retailing and restaurant uses (class A1/A3/A4 and or A5) offices (class B1a) bar restaurant (class A3/A4) viewing gallery, swimming pool and gym (class D2) with associated servicing, car/cycle parking walkways and plaza and landscaping and access.

The reasons for refusal are outlined below

1. The development would result in an edge of centre retail unit not supported by a sound Sequential Test and is considered to conflict with the National Planning Policy Framework and Policies SP1.1b and SP3.7 of the Croydon Local Plan: Strategic Policies

2. The proposal would result in 542 small units on the site which would be socially unsustainable mix. The proposal is considered contrary to Policy SP1.4 of the Croydon Local Plan: Strategic Policies and Policy 3.8(B)a of the London Plan.

3. The development would not include an affordable housing provision which satisfactorily meets housing need and is considered to be contrary to Policies 3.12 and 3.13A of the London Plan (Consolidated with Alterations since 2011), Policy SP2.4 of the Croydon Local Plan: Strategic Policies (2013) and London Housing SPG (2016).

4. The development would cause moderate harm to the setting of a heritage asset (the Almshouses) and would thereby conflict with Policies UD2, UD3, UD14 and UC9 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013, Policy SP4 of Croydon Local Plan: Strategic Policies (CLP1) 2013, Policies 7.1, 7.4, 7.5, 7.6, 7.7 and 7.8 of the London Plan (Consolidated with Alterations Since 2011).

5. The design and layout of the accesses, footpaths, parking and service areas is not considered to be attractive, safe, convenient and appropriate to the development and would be detrimental to highway safety and conflict with Policies UD12 and UD13 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013, Policy SP4 of Croydon Local Plan: Strategic Policies (CLP1) 2013, Policies 6.2, 6.9, 6.10, 6.12, 6.13 and 7.4 and 7.5 of the London Plan (Consolidated with Alterations Since 2011).

6. It is considered that the development would result in sub-standard accommodation by reason of unsatisfactory layout and useable amenity space which would conflict with Policy SP2.6 of Croydon Local Plan: Strategic Policies (CLP1) 2013 and Policies 7.7 and 3.5 of the London Plan (Consolidated with Alterations Since 2011) and the London Housing SPG (2016)

7. Insufficient information has been submitted to fully consider the application with regards to the loss of the hostel, daylight and sunlight, wind, flooding, transportation and archaeology and would thereby conflict with Policies T2, T3, T4, T8, UC11 and UC13 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006), Policies SP4, SP6 and SP8 Policy of Croydon Local Plan: Strategic Policies (CLP1) 2013 and Policies 3.5, 3.14C, 5.3, 5.12, 5.13 and 6.2, 6.3, 6.12, 6.13, 7.6, 7.7, 7.8 of the London Plan (Consolidated with Alterations Since 2011)

8. The proposal would result in an overdevelopment of the site which, with the coalescence effect of the two towers and the overall height of the development, and when considered in the context of the other stated inadequacies of the scheme (covered by other related reasons for refusal), fails to deliver a sustainable form of development and would dominate the surrounding area and the setting of nearby heritage assets, contrary to Policies UD2 and UD3 of the Croydon Replacement Unitary Development Plan (The Croydon Plan 2006) Saved Policies 2013, Policies SP2.6, SP4.1, SP4.2, SP4.4, SP4.5, SP4.6 and SP4.12 of Croydon Local Plan: Strategic Policies (CLP1) 2013 and Policies 3.4, 3.5, 7.1, 7.4, 7.6, 7.7 and 7.8 of the London Plan (Consolidated with Alterations Since 2011)

This decision to refuse has been received and a public inquiry is due to take place (commencing 23rd January 2018.

4.12 The following planning decisions on nearby sites are relevant to the application:

<u>Cherry Orchard Road adjacent to East Croydon Station</u>

11/00981/P: Demolition of existing buildings; redevelopment to provide a mixed use development of 4 new buildings comprising offices (Class B1a), hotel

and serviced apartments (Class C1), 424 flats and 225 habitable rooms of residential accommodation (Class C3), retail (Classes A1-A4) and community facilities (Class D1); Provision of Network Rail service building, public realm, Highway works, formation of vehicular accesses and new car and cycle parking.

Planning permission granted subject to a Section 106 Legal Agreement on the 'Menta' site in Cherry Orchard Road, Croydon.

Whitgift Centre

12/02542/P: Mixed use development of the site through the demolition, alteration, refurbishment and retention of existing buildings/structures and erection of new buildings/structures to provide a range of town centre uses including retail and related uses (Use Class A1-A5), leisure (Use Class D2), residential (Use Class C3), community facilities (Use Class D1), office, (Use Class B1), open space and public realm; vehicular bridge links; alteration of existing and creation of new basements, underground servicing and multi storey car parking; alteration to existing and creation of new vehicular and pedestrian access into the site; utility and energy generation facilities; infrastructure and associated facilities together with any required temporary works or structures required by the development.

Planning permission granted subject to a Section 106 Legal Agreement – issued 2014.

16/5418/OUT: Mixed use redevelopment of the Site through the demolition (within and outside the Conservation Area), alteration, refurbishment and retention of existing buildings/structures and erection of new buildings/structures to provide a range of town centre uses including retail and related uses (Use Class A1 - A 5), leisure (Use Class D2), residential (Use Class C3), student accommodation (sui generis) or hotel (Use Class C1), community facilities (Use Class D1), office (Use Class B1), residential amenity space and public realm. Alteration of existing and creation of new basements, underground servicing and multi-storey car parking, alteration to existing and creation of new vehicular and pedestrian access into the site, utility and energy generation facilities, infrastructure and associated facilities, together with any required temporary works or structures required by the development. Demolition within the conservation area of no. 5 George Street and nos. 2- 30 North End, but with retention of the building facades at no. 5 George Street and at nos. 2-30 North End. Demolition of buildings within the conservation area at no. 7 George Street and nos. 44-46, 48-50, 52, 54, 56, 94, 96, 98 and 114-126 North End including walls and fences, and part of the rear of nos. 34 and 108 North End and creation of basements beneath buildings at nos. 114-126 North End.Properties at Nos. 32, 34, 34a, 34-36, 58, 60-68, 70, 72, 74, 76-78, 80, 82-84, 86, 88-90, 92, 100, 102, 104, 106, 110 and 112 North End and Nos. 3 and 3a George Street to be retained with minor works to facilitate construction.

At the time of writing, this application remains undetermined

Ruskin Square

11/00631/P: The erection of five buildings with a minimum floor area of 53,880 sq metres and maximum of 62,080 sq metres to provide a minimum of 550 and a maximum of 625 residential units; erection of 6 buildings for class B1 use for a minimum of 88,855 sq metres and a maximum of 151, 420 sq metres; provision of a minimum of 7,285 sq metres and a maximum of 10,900 sq metres of retail (class A1-A5 floorspace); provision of a maximum of 400 sq metres of community use (class D1); provision of a replacement theatre of 200 seats; provision of energy centre and estate management facilities; formation of vehicular accesses and provision of pedestrian routes public open space and car parking not to exceed 256 parking spaces.

Planning permission granted subject to a Section 106 Legal Agreement. Reserved matters for several phases (one residential phase and two commercial phases) have been approved and the first residential and commercial phases have been completed or are nearing completion.

5 SUMMARY OF KEY REASONS FOR RECOMMENDATION

5.1 London Plan Policy 2.13 identifies Croydon Town Centre as an Opportunity Area, having capacity to accommodate substantial amounts of new employment and housing growth. Policy SP2.2 Croydon Local Plan (Strategic Policies) encourages the delivery of new homes and jobs within the Opportunity Area. The provision of a mixed use development comprising offices and related commercial activity in close proximity to railway stations as well as new housing opportunities, will maximise employment opportunities (during construction and end user phases) in accordance with policy. Financial contributions towards employment and training should ensure that local people are suitably equipped to compete for the jobs available during the construction and end user phases.

5.2 The applicant has submitted sufficient evidence as part of this application to overcome the previous concerns over the suitability of the site to accommodate retail accommodation (outside the Primary Retail Frontage). The introduction of retail floorspace would also help activate the proposed public routes through the site and animate public spaces within the development.

5.3 Policies 3.10 and 3.13 of the London Plan state that the maximum amount of affordable housing should be sought whilst taking into account the need to encourage rather than restrain development. Croydon Local Plan (Strategic Policies) SP2.3 and SP2.4 (following review of the embedded dynamic viability model) has a minimum requirement of 50% affordable housing on eligible sites across the borough, with a 60-40 split between affordable rent and shared ownership. Whilst the proposed development fails to deliver the expected 50% minimum, with all affordable housing being provided as intermediate tenures, officers are satisfied that the scheme does not have the capacity (in viability terms) to deliver (at this stage) any further affordable housing. The applicant has agreed to deliver 21.4% affordable housing, with all affordable housing units being delivered in the West Tower. This includes 55 units at intermediate rent (27 no. Discount Market Rent (discounted at 80% of market) rent and

28 no. London Living Rent), and 115 units as shared ownership with a minimum 25% initial equity sold and the ability to staircase. This should help meet the borough's affordable housing needs (specifically intermediate affordable housing needs) at rents that targeted residents are likely to be able to afford. The applicant has agreed to various viability review mechanisms (early and late reviews in accordance with the Mayor of London's Affordable Housing SPG) to determine scope to increase the level of affordable housing as the scheme progresses and (hopefully) the viability situation improves.

5.4 Compared to the scheme the subject of the 2016 refusal of planning permission – the affordable housing position has progressed significantly, in terms of an increased proportion of affordable housing to be delivered on site and clarity around deliverability and affordability. It also provides more certainty (compared to the 2012 extant planning permission) which only guaranteed 5% shared ownership on site and a possible 5% affordable rent/5% shared ownership on a donor site(s) or equivalent in lieu payment.

5.5 Policy SP2.5 aspires to 20% of all new homes within the Croydon Opportunity Area having three or more bedrooms and aspires to deliver 25% of all two bed room homes as having 4 bed spaces. Across the Croydon Opportunity Area, the OAPF requires developers to provide 20% of new homes with 3 bedrooms although within the area of the COA (which includes the application site) this requirement is reduced to 10%. Whilst the provision of 3 bed plus accommodation is slightly below the 10% threshold (specified by the OAPF) at 9% of overall provision, the proportion of family units would be acceptable, especially with high proportion of 2 bed 4 person units (at 35% of overall provision). The overall level of 2 bedroom 4 person and 3 and 4 bedroom units would be just over 44% and would also be acceptable.

5.6 The 2016 refusal of planning permission cited an over-provision of small units (studios and 1 bed apartments) at the expense of larger 2 bed units (more suited to occupation by small families). The overall housing mix has changed significantly and provides a much improved balance between non-family and family accommodation and overall unit sizes which is considered acceptable. All units would comply with the National Technical Standards and the use of communal amenity spaces and changes to internal floor layouts (compared to the 106 refused scheme) has been further refined and clarified and is now acceptable. The scheme would provide the required 10% wheelchair units (with associated on site car parking made available specific for those units) with all units being delivered to Lifetime Homes Standard and would provide adequate amenity spaces (private as well as communal – internal and external to the buildings) to accommodate estimated child yields.

5.7 The proposed development would cause harm to the setting of the Grade 1 listed Almshouses and the degree of harm caused is considered greater than that associated with the 2012 extant scheme; caused mainly by the increase in the overall height of the development and the addition of the second tower (at 41 storeys) which has resulted in a coalescence of the two towers when viewed from certain locations. However, similar to the 2012 and 2016 proposals, the level of harm remains "less than substantial" which allows the decision taker to weigh up the degree of harm caused to the heritage assets against the public benefits of the scheme. Officers are of the view that with the scale of benefits arising out of the proposed development, including the maximisation of the overall regenerative potential of the site, employment and housing growth, opportunities for local people to engage in employment opportunities available at construction and end user phases, the delivery of affordable housing, public access to the viewing gallery, the provision of active ground floor uses and enhanced public

realm and the delivery of new residential accommodation to a high standard in terms of overall units sizes, mix, amenity space and communal amenity space, are now sufficient to outweigh the less than substantial harm caused to the setting of the Almshouses. These enhancements to the scheme (compared to the 2016 refusal of planning permission) have redressed the balance, in favour of the scheme. Furthermore, the benefits are significantly greater than those highlighted by the 2012 planning permission. Officers are of the view that the impacts on the setting of other heritage assets, including the conservation areas, are considered acceptable.

5.8 London Plan Policy 7.7 states that tall buildings should be part of a strategic approach to changing and developing an area and that such buildings should not unacceptably harm an area. Croydon Local Plan (Strategic Policies) SP4.5 encourages the provision of taller buildings within COA and the OAPF encourages the tallest of buildings to locate in the "New Town" area of the Opportunity Area (within which the application site falls). The architectural approach to the scheme is similar to that proposed back in 2012 and whilst the current scheme would have greater prominence (again caused by the increased height of the first tower, the height of the second tower and its proximity to the first tower) the overall architectural approach has some merit, although careful consideration will need to be given to the quality of materials, detailed design elements and the assemblage of the elevations to ensure that the quality of design is properly and appropriately translated. Public access to the viewing gallery will provide an added benefit – with all being able to enjoy panoramic views across the Croydon Town Centre and beyond.

5.9 Whilst there remains some BRE (daylight and sunlight) compliance difficulties in respect of living conditions for occupiers of the proposed development, as well as the impact on neighbouring sites) this is not unexpected in urban areas such as COA, dominated by taller buildings and characterised by the highest of densities and plot ratios. The BRE Guidance provides for flexibility in such circumstances and assessments need to recognise these situations and weigh up any infringements alongside the scheme benefits. Overall, on balance the scheme is considered to be acceptable in terms of daylight and sunlight impact. The amendments made since the 2016 refusal of planning permission have helped resolve some of the most serious daylight and sunlight infringements. Similarly, with mitigation measures in place, officers are satisfied that the scheme will result in manageable wind conditions for future residents and for those moving and visiting the site (including the public realm areas).

5.10 The development will deliver the required level of disabled parking spaces in accordance with policy – alongside the delivery of on-site car club spaces (with associated car club members being met by the development for a minimum 3 year period). The amended proposal has also successfully dealt with the inadequacies of the 2016 refused scheme, in terms of ease of access into the on-site servicing bays and the basement car parking lifts. Subject to planning condition discharge, officers are satisfied that the servicing, delivery and car parking strategy will operate effectively without significant harm being caused to road users in and around Lansdowne Road. It is recognised that this development as well as other large scale major development within the town centre, will place additional pressures on public transport infrastructure in and around the COA. The applicant will be expected to meet the tram and bus mitigation requirements detailed in this report – which will be captured by the S.106 Agreement.

5.11 With mitigation measures delivered through the S.106 Agreement, the scheme will be acceptable in terms of its overall air quality impacts and its ability to limit/reduce overall carbon emissions across the COA and the borough more widely.

5.12 Finally, sufficient evidence has been submitted to justify the loss of the existing hostel accommodation. The extant 2012 planning permission allowed for the loss of the former YMCA hostel (which was re-provided for at the time). Whilst short term residential accommodation is still being provided on the existing site, this is very much a temporary arrangement, until such time as the site is redeveloped.

6 CONSULTATION RESPONSE

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

6.2 The following were consulted regarding the application:

Greater London Authority (GLA) (Statutory Consultee)

The GLA have made the following comments at Stage One. It is stated that the application does not comply with the London Plan but the resolution of the issues set out below could lead to the application becoming compliant with the London Plan:

- **Principle of development:** principle of a mixed-use development is supported and an increase in the quantum of office space is appropriate for the town centre. Whilst the increase in residential floorspace from that in the extant consent is welcomed, this must be linked to a significant increase in affordable housing. The public viewing deck must be secured as a free to access facility, and appropriate assistance provided to the 'meanwhile' hostel use.
- **Affordable housing**: provision of 20% affordable is wholly unacceptable, and the proposed units do not accord with the Mayor's affordability criteria. GLA and Council officers are robustly interrogating the applicant's financial viability appraisal to ensure that the maximum reasonable amount of affordable housing is provided, noting the high density nature of the proposal and significant uplift in accommodation. Early and late stage review mechanisms must be secured in accordance with the Mayor's Affordable Housing and Viability SPG.
- **Urban design and heritage**: design is of a high quality and is supported; however, there are outstanding concerns with regards to residential quality, ground floor layout, public realm and landscaping. The scheme will have less than substantial harm upon the Grade 1 listed Whitgift Almshouses, which must be outweighed by public benefits in the form of substantial affordable housing, public realm and other planning gain.
- **Sustainability**: The carbon dioxide savings fall short of the target within Policy 5.2 of the London Plan. The applicant must investigate the scope for additional measures aimed at achieving further carbon reductions and provide further information in relation to overheating, district heating, the CHP unit and renewable energy.
- **Air quality**: The applicant must address concerns in relation to potential unacceptable levels of pollution fronting Lansdowne Road arising from the scheme through suitable mitigation measures.

Transport: contributions towards public transport improvements for Croydon Town Centre must be secured. There are concerns regarding the public realm works and impact upon pedestrian movement and as well as the construction and operation of the Dingwall Loop scheme. Further information is also required in relation to car parking, cycle parking, and construction. A number of detailed conditions/obligations are required regarding car parking management, travel planning, delivery and servicing and construction logistics.

[OFFICER COMMENT: It is noted that the principle of development and the architectural form of the development is supported by the GLA. Officers have been challenging the applicant to ensure that the affordable housing offer is the maximum reasonable provision and as part of a Section 106 agreement review mechanisms are proposed to ensure any uplift in value is captured. Issues relating to access, public realm and highway issues can be dealt with via Section 106 and conditions].

Lead Local Flood Authority (Statutory Consultee)

An objection to the scheme was initially received. Further information has now been received to address LLFA concerns. In relation to the revised details, the LLFA do not object and are satisfied that a SuDs scheme can be provided on the site subject to the imposition of conditions. [OFFICER COMMENT: conditions are recommended].

Transport for London (Statutory Consultee)

In summary, TfL's initial comments stated that for the proposals to comply with the transport policies of the London Plan and be considered acceptable in transport terms the following matters should be addressed:

- Further information is required on the trip generation in relation the gym use and TRICS outputs
- Details on allocation and management of car parking spaces should be provided in a Car Parking Management Plan, secured by condition
- Car Club membership secured through the S106 agreement
- Justification provided for the 85 motorcycle parking spaces
- Pedestrian access routes to the basement car / cycle parking to be identified and reviewed
- Short-stay cycle parking investigated, areas identified and secured by condition
- Footpaths and shared areas to be reviewed with justification provided for laybys
- Condition to be secured restricting the size of service vehicles to the site
- Discussions to be held about the Tram Infrastructure and Dingwall Road Loop proposals to ensure compatibility of design and works for both projects can be facilitated
- Travel Plan and measures secured through S106
- More information to be provided on the construction plans and a Construction Logistics and phasing and programming of works to reflect wide range of developments and projects being carried out in the vicinity of the site
- Delivery and Servicing Plan to be secured by condition
- S106 contributions sought towards the Dingwall Road Loop and/ or other tram and bus improvements to support the development
- Borough CIL to be used to fund wider public realm and cycle improvements.

[OFFICER COMMENT: The applicants has submitted an addendum to the transport statement including amended pans following TfL's initial comments, conditions are recommended and the applicant has agreed to a financial contribution as outlined above].

Environment Agency (Statutory Consultee)

The Environment Agency have stated they have no comments to make.

Historic England (Statutory Consultee) buildings

Historic England have stated they have concerns over the proposed scale of the development and consider it would result in harm to the historic significant of the Alms Houses. Given the harm identified to designated heritage assets the Council would need to be clearly convinced that the increase in scale is demonstrated as necessary and any perceived public benefits could not be delivered with less harmful impacts.

Historic England (Statutory Consultee) - Archaeology

Appraisal of the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal provided a condition is applied to require an investigation to be undertaken [OFFICER COMMENT: Conditions and informatives are recommended]

Thames Water

Thames Water has recommended conditions and informatives on surface water drainage, water and waste. [OFFICER COMMENT: Conditions and informatives are recommended].

Natural England

Natural England has no comments to make on this application.

Metropolitan Policy- Designing Out Crime Officer

It is stated that should this application proceed, it should be able to achieve the security requirements of Secured by Design. [OFFICER COMMENT: Conditions and informatives are recommended]

Network Rail

Network Rail does not object to this planning application.

Gatwick Airport

This is outside the 15km physical safeguarding zone. However if wind turbines were to be used at any stage, re-consultation would be required as wind turbines have the potential to impact on navigational aids.

Heathrow Safeguarding

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATS safeguarding

NATS has no objection to the application.

7 LOCAL REPRESENTATION

7.1 The application has been publicised by way of one or more site notices displayed in the vicinity of the application site. The application has also been publicised in the local press. 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: 4 Objecting: 2 Comment: 1 Supporting: 1

7.2 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:

Objections and comments

- Suitable level of affordable housing and family housing should be provided
- Design is not substantially different
- Unclear whether public consultations sessions has taken place
- Fails to comply on areas of density, bedroom size mix and affordable housing.
- It will be an eyesore and so create a negative talking point
- Submissions were made in the local plan examination on this site
- Failure to put into planning application online important dates section, the last date for consultation. [Officer comment: the application was advertised in accordance with the Council's protocols]

Supporting comments

- Very nice scheme including removal of hostel due to antisocial behaviour
- This scheme is going to be a landmark for Croydon and promote Croydon as a town.

7.3 Councillor Paul Scott has referred this application to the committee for decision.

8 RELEVANT PLANNING POLICIES AND GUIDANCE

8.1 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: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

8.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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:

- Building a strong, competitive economy
- Ensuring the vitality of town centres
- Promoting sustainable transport
- Delivering a wide choice of high quality homes
- Requiring good design
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the historic environment

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

8.4 The London Plan (Consolidated with Alterations since 2011)

- 2.6- Outer London: Vision and Strategy
- 2.7- Outer London: Economy
- 2.8- Outer London: Transport
- 2.13- Opportunity Areas and Intensification Areas
- 3.1- Ensuring Equal Life Chances for All
- 3.2- Improving Health and Addressing Health Inequalities
- 3.3- Increasing Housing Supply
- 3.4- Optimising Housing Potential
- 3.5- Quality and Design of Housing Developments
- 3.6- Children's and Young People's Play and Informal Recreation Facilities
- 3.7- Large Residential Developments
- 3.8- Housing Choice
- 3.9- Mixed and Balanced Communities
- 3.10- Definition of Affordable Housing
- 3.11 – Affordable Housing Targets
- 3.12- Negotiation Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13- Affordable Housing Thresholds
- 3.14- Existing Housing
- 3.16- Co-ordination of Housing Development
- 4.1- Developing London's Economy
- 4.2- Offices
- 4.3- Mixed Use Development and Offices
- 4.5- London's Visitor Infrastructure
- 4.7- Retail and Town Centre Development
- 5.1- Climate Change Mitigation
- 5.2- Minimising Carbon Dioxide Emissions
- 5.3- Sustainable Design and Construction
- 5.5- Decentralised Energy Networks
- 5.6- Decentralised Energy in Development Proposals
- 5.7- Renewable Energy
- 5.9-Overheating and Cooling
- 5.11- Green Roofs and development site environs
- 5.12- Flood Risk Management
- 5.13- Sustainable Drainage
- 6.1- Strategic Approach
- 6.2- Providing Public Transport Capability and Safeguarding Land for Transport

- 6.3- Assessing Effects of Development on Transport Capacity
- 6.4- Enhancing London's Transport Connectivity
- 6.9- Cycling
- 6.10- Walking
- 6.12- Network Road Capacity
- 6.13- Parking
- 6.14- Freight
- 7.1- Lifetime neighbourhoods
- 7.2- An Inclusive Environment
- 7.3- Designing out Crime
- 7.4- Local Character
- 7.5- Public Realm
- 7.6- Architecture
- 7.7- Location and Design of Tall and Large Buildings
- 7.8- Heritage Assets and Archaeology
- 7.9- Heritage – led Regeneration
- 7.13- Safety, Security and Resilience to Emergency
- 7.14- Improving Air Quality
- 7.15- Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- 8.2- Planning Obligations
- 8.3- Community Infrastructure Levy

8.5 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1- Sustainable development
- SP1.2- Place Making
- SP1.3- Growth
- SP1.4- Growth
- SP2.1- Homes
- SP2.2- Homes: Quantities and Locations
- SP2.3- Affordable Homes
- SP2.4- Affordable Homes
- SP2.5- Mix of Homes by Size
- SP2.6- Quality and Standards
- SP3.1- Employment
- SP3.7- Town Centres
- SP4- Urban Design & Local Character
- SP4.1- Urban Design & Local Character
- SP4.2- Urban Design & Local Character
- SP4.4- Croydon Opportunity Area
- SP4.5- Tall Buildings
- SP4.6 – Tall Buildings
- SP4.12- Character, Conservation and Heritage
- SP6- Environment and Climate Change
- SP6.1- Environment and Climate Change
- SP6.2- Energy and carbon dioxide (co2) reduction
- SP6.3- Sustainable design and construction
- SP6.4- Flooding, urban blue corridors and water management
- SP8- Transport and Communication

- SP8.1- Transport and Communication
- SP8.3- Pattern of development and accessibility
- SP8.4- Pattern of development and accessibility
- SP8.6- Sustainable travel choice
- SP8.7- Sustainable travel choice
- SP8.8- Sustainable travel choice
- SP8.11- Sustainable travel choice
- SP8.12- Motor vehicle transportation
- SP8.13- Motor vehicle transportation
- SP8.14- Motor vehicle transportation
- SP8.15- Parking
- SP8.16- Parking
- SP8.18- Efficient clean movement

8.6 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2- Layout and Siting of New Development
- UD3- Scale and Design of New Buildings
- UD6- Safety and Security
- UD7- Inclusive Design
- UD8- Protecting Residential Amenity
- UD11- Views and Landmarks
- UD12- New Street Design and Layout
- UD13- Parking Design and Layout
- UD14- Landscape Design
- UD15- Refuse and Recycling Storage
- UC3- Development Proposals in Conservation Areas
- UC9- Buildings on the Local List
- UC11- Development Proposals on Archaeological Sites
- UC13- Preserving Locally Important Remains
- UC14- Enabling Development
- EP1- Control of Potentially Polluting Uses
- EP2- Land Contamination
- EP15- Energy
- EP16- Energy
- T2- Traffic Generation from Development
- T3- Pedestrians
- T4- Cycling
- T8- Car Parking Standards in new Development
- H2- Supply of New Housing

8.7 There are relevant guidance as follows:

- London Housing SPG (March 2016)
- Homes for Londoners: Affordable Housing and Viability SPG (August 2017)
- National Technical Housing Standards (2015)
- National Planning Practice Guidance (2014)
- Croydon Opportunity Area Planning Framework (2013): This is a Supplementary Planning Document to the Croydon Local Plan: Strategic Policies

- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2015)
- Tall Buildings: Historic England Advice Note 4 (2015)
- Croydon Public Realm Design Guide (2012)
- Instructure Delivery Plan (2016)
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy-– Review 2017 (June 2017)

8.8 Emerging Policies CLP1.1

- SP2.2- Quantities and locations
- SP2.3-2.6- Affordable Homes
- SP2.8- Quality and standards
- SP3.13- Office floor space in the Croydon Metropolitan Centre
- SP3.14- Employment and training
- SP4.13- Character, conservation and heritage
- SP6.3- Sustainable design and construction
- SP6.4- Flooding, urban blue corridors and water management
- SP8.9- Sustainable travel choice

8.9 Emerging Policies CLP2

- DM1- Housing choice for sustainable communities
- DM5- Development in Croydon Metropolitan Centre
- DM5.1- Vitality and viability
- DM5.3- Mixed use developments
- DM9- Development in edge of centre and out of centre locations
- DM11- Design and character
- DM11.1- Quality and character
- DM11.2- Quality of public and private spaces
- DM11.4- Residential amenity space
- DM11.5- Communal residential amenity space
- DM11.6- Protecting residential amenity
- DM11.7- Design quality
- DM11.9- Landscaping
- DM11.10- Architectural lighting
- DM12- Shopfront design and security
- DM13- Advertisement hoardings
- DM14- Refuse and recycling
- DM15- Public art
- DM16- Tall and large buildings
- DM17.1- Promoting healthy communities
- DM19.1- Character, appearance and setting of heritage assets
- DM19.2- Proposals affecting heritage assets
- DM19.3- Listed buildings, scheduled monuments and registered parks and gardens
- DM19.4- Conservation areas
- DM19.5 - Locally listed buildings
- DM19.6- Local heritage areas
- DM19.9- Archaeology
- DM24- Development and construction
- DM25- Land contamination

- DM26.1- Flooding
- DM26.2- Flood resilience
- DM26.3- Sustainable drainage systems
- DM28- Biodiversity
- DM29- Trees
- DM30- Promoting sustainable travel and reducing congestion
- DM31- Car and cycle parking in new development
- DM33- Facilitating rail and tram improvements
- DM40- Croydon Opportunity Area
- DM40- Site allocations (1 Lansdowne Road- no.142)

8.9 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. The examination in public took place between 16th May and 31st May 2017. Main modifications have been received from the Planning Inspector and the Council are consulting on these modification during the period 29 August – 10 October 2017.

8.10 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have now been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted and the Inspector would not ask for consultation on Main Modifications if he was going to find the whole Plan unsound. However, none of the policies that can be afforded significant weight would have a bearing on the proposal to the extent they would lead to a different recommendation. The other policies that are subject to further consultation thought the Main Modifications do not outweigh the adopted policies listed here and therefore, do not lead to a different recommendation.

9 MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning issues raised by the development that the committee should be aware of are:

1. Land use policies
2. Townscape and visual impact
3. Local impact
4. Amenities of future occupiers
5. Transportation, access and parking
6. Environmental impact
7. Water resources and flood risk
8. Archaeology
9. Microclimate
10. Sustainability
11. Other planning matters

Land Use Policies

Retail/Restaurant Uses

9.2 The ground floor of the proposed building is proposed to contain retail uses. The site is not within any defined retail frontage. The site lies outside of the Croydon Metropolitan Centre's Primary Shopping Area and for the purposes of determining applications for retail use, the site is considered "edge of centre" and would need to assessed through application of a sequential test (to determine whether the retail accommodation can be accompanied in sequentially preferable sites).

9.3 Therefore, the application of a sequential test has been necessary which has been required to consider the whole of the Primary Shopping Area of the Croydon Metropolitan Centre. A sequential test has been submitted as part of the application and it identifies the lack of locations where the proposed retail floorspace could fit. Officers are satisfied with this approach and in any case, the activation of ground floor accommodation will help animate the adjacent public realm and will facilitate enhanced ground floor interaction with the proposed development. Whilst the failure to adequately deal with the sequential test requirements for this site constituted a previous reason for refusal, officers are satisfied that the sequential test has been met as part of this amended planning application.

Other town centre uses (including food and drink and financial institutions) do not require a sequential test as the site lies within the boundary of Croydon Metropolitan Centre and are therefore acceptable in principle. The scheme seeks a mixture of A1, A3-A5 uses and it is quite possible that only a limited level of the proposed commercial floorspace will end up being in retail use.

Offices

9.4 The proposed provision of a net increased area of office floor space in this accessible location would be acceptable. The loss of the hotel is not protected in planning policy. There are currently 408 jobs on site and the applicants have stated that the new development would provide 2,496 jobs. This would, therefore, equate to an additional 2,088 jobs (FTE). The provision of office accommodation built to modern standards (Grade A) would aid in the regeneration of the town centre by making the office offer more attractive to potential employers thereby increasing employment opportunities. Compared to the 2012 extant planning permission and the previous 2016 refusal, the current scheme would provide a larger quantum of employment floorspace with a more useable and efficient layout and a corresponding increase in employment opportunities.

9.5 The proposed office uses are in principle in accordance with the above policy objectives.

9.6 The Council's recently adopted S.106/Planning Obligations SPD seeks financial contributions towards employment and training initiatives to help breach the skills gap (in relation to construction and end user phases) – to make sure that local people can successfully compete for the jobs available. The applicant has agreed to contribute funds towards meeting this objective – whilst also agreeing to engage with the Council's job brokerage service – which will be captured as part of a subsequent legal agreement.

Housing

9.7 The principle of residential use on this site is fully supported by policy at the national, regional and local level and is in accordance with the objectives of the London Plan, Croydon Local Plan: Strategic Policies, Croydon OAPF and UDP. The loss of the YMCA hostel has been accepted on the previous approved 2011 application. The applicant has prepared as "Hostel Briefing Paper" which provides background to the re-provision of previous hostel following on from the 2012 grant of planning permission. The capital receipt of the YMCA hostel was used to develop three sites which was part of the YMCA's Asset Management Strategy which aimed to achieve a higher quality of provision, and to transform its buildings for the homeless and specialist services for young people, women and children.

9.8 The 2016 refusal raised concern about the lack of justification/insufficient information for the loss of the hostel. As Members may be aware, the former YMCA hostel is still providing short stay accommodation (although the former YMCA facility has long since been re-located with the former use being re-provided elsewhere). Whilst the hostel is still meeting an important housing need, a case to protect this current use (in view of the planning history and the decisions taken at the time) will not be able to be sustained on appeal. The YMCA hostel was re-provided and it has been a bonus (in many ways) that the retained accommodation was able to continue to provide much needed housing for those persons in acute housing need.

9.9 Therefore and in short, whilst the hostel is currently being used for temporary accommodation, the YMCA hostel was re-provided some time ago. The use of the site should also be weighed against the regeneration benefits, including jobs and housing. The scheme would deliver 794 new homes with 170 affordable dwellings and on balance, the loss of the existing hostel is acceptable.

9.10 As stated, the scheme proposes 794 units with a site area of 0.475 hectares equating to 1,654 units per hectares. This is in excess of the maximum density as outlined in the London Plan Density Matrix. It is not unusual for high rise schemes in London to exceed density standards. However, these have to be determined with regard to all relevant considerations, particularly those relating to urban design, residential amenity, environmental conditions and the impact on transport.

9.11 The mix of the proposed dwellings for the current scheme and the refused 2016 scheme is set out in table below:

Unit type	**No of units (Current scheme)**	**Percentage (Current scheme)**	**No of units (refused 2016 scheme)**	**Percentage (refused scheme)**
Studio	125	16%	180	19 %
1 bed	318	40%	362	39%
2b 3p 2b 4p	0 279	0% 35%	13 301	2 bed (3p) 1.4% 2 bed (4p) 33%
3 bed	64	8%	53	6%
4 bed	8	1%	8	1%
TOTALS	**794**			**917**

9.12 The 2016 proposal was refused planning permission partly on the lack of larger family homes as a proportion of the total number of homes and the over-reliance on studio and 1 bed units. As highlighted in the above table, the proportion of 3 bed (plus) units is now close to the 10% requirement (now 9%) as required by the OAPF and the

proportion of 2 bed, 4 person units has also been increased. Whilst a relatively large number of studios remain as part of the unit mix, the proportion of 1 bed units has increased marginally and overall, 44% of units would be suitably sized to provide 4 or more bed spaces (suitably sized for a small family). It should be noted this is also an increase in family accommodation from the 2011 consented scheme. Following these amendments to the scheme, this is considered to be in compliance with policy expectations and successfully overcomes the previous reason for refusal.

Affordable Housing

9.13 Policy SP2.4 of CLP1 seeks up to 50% affordable housing provision on sites such as this. Table 4.1 provides flexibility, requiring a minimum level of affordable housing on all sites. Following the end of the first three years of the plan, the minimum level was reviewed (from its previous minimum requirement of 15%) and this is currently set at 50%. In the Croydon Opportunity Area, a minimum of 10% affordable housing will need to be provided on-site with the remainder being provided on-site, off-site or through a commuted sum. The affordable housing should be provided at a ratio of 60:40 between affordable rented homes and intermediate lost cost shared ownership homes. This policy is being reviewed through the partial review of CLP1 (CLP1.1). The Local Plan Inspector has introduced main modifications to the policy, which don not alter the approach pf the policy but does mean that only moderate weight can be afforded to the emerging policy landscape. Emerging policy SP2.4 of CLP1.1 prefers a minimum on site provision of 30% affordable housing, but also provides options for 15% onsite/15% on a donor site (located in the COA, Addiscombe, Broad Green, Selhurst, South Croydon or Waddon), or a minimum of 15% onsite plus a review mechanism for the remaining affordable housing (provided that 30% affordable housing is not viable, construction costs are not in the upper quartile and there is no suitable donor site). Emerging policy retains the 60:40 ratio but expands the types of intermediate products to include starter homes and intermediate rent products as well as low costs shared ownership homes.

9.14 The viability report has been independently assessed by BNPP and it is recognised that the provision of the CLP1 target of 50% affordable housing is not achievable, nor a minimum of 30% on-site provision as set out in the preferred approach in CLP1.1. The developer is proposing to achieve affordable housing on site through delivering 21.4% by unit numbers (or 20.77% by habitable rooms) in the west tower. This is as follows:

- 55 units at intermediate rent (27 no. Discount Market Rent (discounted at 80% of market rent and 28 no. London Living Rent), and;
- 115 units as shared ownership with a minimum 25% initial equity sold and the ability to staircase.
- Total of 170 units

9.15 The Council considers that 21.4% on-site affordable housing should be the minimum amount to be provided on site and review mechanism must be key to the affordable housing offer. The proportion of DMR and LLR units, the mix of unit sizes, the level of discount, the detail of the terms and protections for tenants and the eligibility criteria would be secured through the S106 Agreement which is the subject of ongoing negotiations between the Local Planning Authority and the Developer.

9.16 It is recognised that, even at 21.4%, the minimum amount of affordable housing is less than the amount that is required by adopted policy and the split differs from the tenure split required by current Local Plan policy for affordable housing. The requirement of

policy SP2.4 is for a 60:40 split between affordable or social rent (with a registered provider or local authority landlord) and intermediate low cost home ownership tenures. However, the Mayor's Affordable Housing SPG and the Government's Housing White Paper recognise DMR and LLR housing provision as being capable of meeting the need for intermediate level affordable homes. This is reflected in CLP1.1 which widens the definition of intermediate affordable housing to include these products.

9.17 As the amount of affordable housing proposed is less than the minimum amount of 50% affordable housing required by planning policy, it is proposed that review mechanisms will be sought through the S106 Agreement. As the residential component of the scheme is likely to be delivered over a number of years review mechanisms will be required at appropriate milestones. The detail of this will be finalised as part of the S106 Agreement, details of which are still being negotiated. The maximum cap for the affordable housing review mechanism would be 50% quantum of affordable housing provision to comply with current policy. Taking into account the viability information for that has been independently reviewed and policy considerations, the affordable housing offer is considered to be appropriate, subject to the review mechanisms as described above.

9.18 Under the 2012 extant consent, the applicants offered 15% affordable with 5% Intermediate on site and 5% Affordable Rent and 5% Shared Ownership off site. The only guarantee on site was 5% whereas the current offer is 20% on site, increasing the affordable housing offer. This also reflects the change in Croydon's planning policy framework.

9.19 The previous 2016 refusal application included a reason for refusal on the fact that the affordable housing offer would not satisfactorily meet housing need. The applicants proposed 15% affordable housing with a 40:60 split (affordable rented to shared ownership) and it was very unclear at the time how this split might have been delivered across the scheme. At the time, it was proposed that the units would be "pepper potted" in both the East and West Towers and transferred to a Registered Provider. Officers had serious doubts about the deliverability of such a proposition, as RPs would need to have clarity around service charges and management arrangements and "blind" delivery of affordable housing across the scheme was not suitably realistic. The current scheme increases the percentage of the affordable housing offer to over 20% to be delivered in the west tower and the applicants has provided clarity over the split. It is considered that the proposal now addresses the reason for refusal 4.

9.20 Having regard to comments from the GLA, representations, the independent assessment of viability, the planning history, the extant consent and other material considerations, it is considered that the proposal (with regards to affordable housing) satisfactorily accords with the objectives of the London Plan, emerging London Plan Housing SPG, CLP1, Croydon OAPF, UDP Saved Policies 2013 and national policies.

Heritage, Townscape and Visual Impact

9.21 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory obligation on Local Planning Authorities, as decision maker, to have special regard, equivalent to considerable importance and weight, to the desirability of preserving a listed building and its setting, or any features of special architectural or historic interest which it possesses. Preservation in this context means causing no harm to the interest in the building. Section 72 requires that special attention be paid

to the desirability of preserving or enhancing the character or appearance of a conservation area.

9.22 Paragraph 134 of the NPPF states that where a proposed development would lead to harm to less than substantial harm to the significance of a designated heritage, this harm should be weighed against public benefits of the proposal. 'Conserving and enhancing the historic environment Planning Practice Guidance' advises (Paragraph 020):

"Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (Paragraph 7). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits."

9.23 The development proposes two buildings on the site (that would be linked by architectural features). These buildings would cover the majority of the site area with the exception of a new public square. The tallest part of the development would be 68 storeys with the lower tower being 41 storeys. The extant 2012 permission is for a 55 storey building on a smaller site. This site includes Voyager House since the extant consent. This is positive and provides a more developable plot which should facilitate a better ground floor and better form of development. The development's architectural expression has merit in the context of 2012 extant planning permission, and the scheme delivers a roof top café/restaurant with a public viewing deck and inclusion of these features are a welcomed addition from this previously approved scheme.

9.24 As with the 2016 refused scheme, with this proposal being 69 storeys with the lower tower being 39 storeys, there are concerns about the impacts of the scheme when viewed from the south-west and north-west, specifically with regard to the basic form and massing of the two towers and how they coalesce when viewed south-west from the Almshouses (Grade I Listed Buildings). It is considered that the increased scale and height would dominate the Almshouses and disrupt its distinctive silhouette, thus causing less than substantial harm to the setting of the listed building. It is accepted that the broad principle of development (within the setting of the listed building and within the townscape) has previously been agreed as part of the 2012 approved scheme. It is also noted that recent proposal on the Whitgift Centre (at maximum parameters) could obscure or partly obscure elements of the proposal from certain views. However, Historic England has raised an objection in this regard and has concerns over the proposed scale of the development and consider there is harm to these historic assets. They state that the Council would need to be clearly convinced that the increased scale (from the 2012 consent) is demonstrated as necessary and any public benefits could not be delivered with less harmful impact.

9.25 In making an assessment as to whether harm is outweighed by the public benefits of a scheme, the first step is for the decision-maker to consider the designated heritage asset which would be affected by the proposed development and assess whether the proposed development would result in any harm to the heritage asset and if so, the extent of that harm. The first step has already been undertaken at paragraph 9.24.

9.26 Where the decision-maker concludes that there would be some harm to the heritage asset, in deciding whether that harm would be outweighed by the advantages of the proposed development the decision-maker is not free to give the harm such weight as

the decision-maker thinks appropriate. The application of the statute requires that a finding of harm to a heritage asset is a consideration to which the decision-maker must give considerable importance and weight in carrying out the balancing exercise. The NPPF further indicates that "great weight" should be applied. In this case, it is considered that the proposal would result in a less than substantial harm to the setting of the listed building as set out in paragraph 9.24.

9.27 The applicant has identified the public benefits arising from the scheme as the delivering 794 residential units, affordable housing, regeneration, office space and jobs, opening up a new pedestrian route and public realm, providing an active frontage and new landscaping and providing Croydon's first public accessible viewing deck giving panoramic views of London and home counties. In relation to matters that are local finance considerations (i.e. CIL, s106 contributions, New Homes Bonus and Growth Zone) these have been taken into account in so far as they are material to the application.

9.28 The refusal reasons 4 and 8 of the 2016 application related to the harm caused to the heritage asset of the Almshouses, overdevelopment and the significant deficiencies of the proposal. This included inadequate residential accommodation as it relates to daylight, private amenity space and insufficient information submitted. The scheme did not also deliver public benefits in terms of affordable housing, quality and the inadequate widening of the footpath on the east-west route through to the town centre.

9.29 As well as those identified by the applicant, the scheme now delivers additional public benefits from the 2016 scheme as the viewing deck would be free to members of the public, the footpath rearrangement has been realigned to provide a more meaningful route, the residential accommodation addresses the issues of the refusal reason as discussed below (paragraphs 9.31 to 9.33) and the affordable housing offer has increased. The scheme would deliver 794 residential units to include 170 affordable units (21.4%) and this is significant improvement on the consented 2012 scheme and the refused 2016 scheme. The delivery of the high quality office space accommodation, the high number of residential units (including affordable) and the regeneration benefits associated with this scheme would deliver clear public benefits. The application also includes a detailed design and access statement with a substantial number of verified views and aminations to assess and justify the scheme in heritage, townscape and visual impact terms. Officers consider the submission to be of good quality. All other aspects of townscape, heritage and visual impact was found to be acceptable and remain acceptable within the consideration of this application.

9.30 Overall, the improvements to the scheme from the s106 refused application and the public benefits are sufficiently strong to outweigh the less than substantial harm to the setting of the Almshouses. National, regional and local planning policy support reinvigoration and growth of the Croydon Metropolitan Centre. The proposed mixed use scheme will support the regeneration of the CMC, in accordance with the objectives of the London Plan, adopted Croydon OAPF, UDP and Croydon Local Plan: Strategic Policies.

Amenities of Future Occupiers and Residential quality

9.31 The refused 2016 application had several deficiencies in terms of the amenity of future occupiers, as described in the report and reason for refusal 6. This included a high proportion of single aspect north east facing studio units often with deep, narrow

floorplans. In particular, there was concern the lower floors would have particular poor living environments and as to how the communal spaces would be accessed and used.

9.32 The current scheme has sought to address the issues raised by the removal of the lower floors for residential to replace these with office accommodation, the number of studio units have been reduced and the floorplates have been rearranged. The daylight/sunlight is has been tested and considered acceptable in the urban context.

9.33 The applicant has stated that nearly all of the units would have their private internal or external amenity spaces; in the form of balconies or winter gardens. Where the pattern of the elevations does not provide a balcony or winter garden then these flats would be oversized to include this amenity area within the flats themselves. This is considered appropriate. The communal amenity spaces are proposed as a combination of internal and external spaces and this is a space for residents only. The floorplans have been rearranged so there are different accesses and corridors for residents to have direct access to the amenity areas. This is separate from the other functions of level 11. It is concluded that the details of the current application have overcome refusal reason 6.

Local Impact

9.34 All adjacent buildings to the site are of a commercial nature apart Canterbury House (located towards the rear of the site) and Emerald House (adjacent to the site) which have been converted from offices to residential – pursuant to previous prior approvals Notwithstanding these conversion schemes, there are no planning policies to protect the privacy of users of commercial buildings.

9.35 The applicants have carried out an analysis following the BRE Guide on Sunlight and Daylight on surrounding residential properties including Canterbury House and Emerald House. The results show that there will be some noticeable reduction in Vertical Sky Component, Daylight Distribution and sunlight penetration to the windows to Canterbury House. However, this is the context of the regeneration of the wider area and fact that Canterbury and Emerald were initially designed as offices (with large windows for example) and therefore the scheme would be acceptable in this regard.

9.36 The applicants have also submitted information describing the impact of shadows from the proposed building on the locality. The results of the analysis show no significant adverse effect on any residential buildings as a result of the proposal.

Transportation, Access and Parking

9.37 The application site is located in an area with the highest PTAL rating of 6b, being located in the heart of Croydon Town Centre and close to both East and West Croydon Transport Interchanges. It is therefore acceptable that this should be a car free development with the exception of disabled parking spaces and car club spaces. The application is supported by a Transport Assessment, which includes a Delivery Service Plan and Framework Travel Plan.

<u>Transport Assessment</u>

9.38 Trip rates for the development have been based on the TRICS database and modal splits on census data with a redistribution of car trips to account for the lack of general parking provision. This is considered acceptable.

9.39 The development provides a single vehicle access off Lansdowne Road to both the car park lifts and service yard. This access is to be gated with the gate being set back 10.0m into the site. This will prevent vehicles obstructing the footway when waiting to access the site. In order to provide for pedestrian safety visibility splays should be provided to either side of the access at the back of footway. Details of this can be conditioned.

9.40 The development is to provide 68 disabled car parking spaces and 4 car club spaces on 2 basement levels with access being provided by 2 car lifts. The Car Club spaces should be available for use by the general public and not just occupiers of the development and should be secured through the legal agreement The layout of the parking is considered acceptable and a Technical Note has been prepared which indicates that the car lifts have more than adequate capacity to accommodate the number of cars to be serviced by them. The developer should set out the maintenance requirements and the cost of maintaining the car lifts, which should be set out and secured by condition or legal agreement.

9.41 Vehicle swept path analysis has been provided for cars accessing and egressing the car parking form the lifts. This does indicate that for a few spaces from 1 of the lifts there will be a need for vehicles to make a multiple turn. However, given the limited number of spaces affected by this and the fact it only applies to 1 of the lifts, it is not considered to be an issue.

9.42 It has not been specified how the disabled parking spaces are to be allocated between the residential and commercial uses and it is not clear how the lifts will be operated by disabled users. Details of this can be secured by a condition requiring a Car Park Management plan.

9.43 The building would be set back to create a footway on the northern side of Lansdowne Road, which is welcomed. It is noted, however, that a large section of this widened footway would incorporate service lay-bys. This would be provided as a flush surface with a dropped kerb delineated by different materials and would achieve a footway width of over 2 metres, which is considered acceptable. An appropriate Legal Agreement will be required for these works and a decision made by Highways with regard to the status on the land following implementation.

9.44 The development proposes a total of 1484 cycle parking spaces with 50 short stay stands at various locations at ground level and the remainder in secure storage at basement levels. This exceeds the London Plan standards even taking into account the anomaly regarding office floor space, and is therefore acceptable. Details regarding the siting of the 50 short stay spaces can be secured by condition. A dedicated cycle lift is to be provided at basement levels.

9.45 85 motorcycle parking spaces are to be provided in the development at basement level. There are no standards for such provision, however such provision is welcomed.

Delivery Service Plan

9.46 The prediction for the site is that there will be 160 deliveries per day with 53 of these being associated with the residential element of the scheme and the remaining 107 being associated with the commercial elements. The commercial figure would increase to 120 with the larger office floorspace.

9.47 The intention is that commercial deliveries will predominately be made between the hours of 1830 – 0800, and residential deliveries will be made between 0800 and 1800 with no deliveries on Sundays. This equates to approximately 6 deliveries an hour during the day, which is considered acceptable.

9.48 The loading bay area is of sufficient size to accommodate 2 x 10m rigid vehicles and Vehicle Swept Path drawings have been produced of a 10m rigid vehicle manoeuvring within the loading bay area. Whilst this indicates that vehicles are able to turn on site it is noted that vehicles will be turning within the area designated for accessing the car lifts.

9.49 The DSP specifies that all large vehicles will make deliveries using the on-site loading bays. This area will also be available for deliveries by smaller vehicles but it is recognised that given the short nature of the stay by some of these it is likely that some of these vehicles will use the loading/drop off bays on Lansdowne Road. This is considered acceptable as it will remove the potential impact of vehicles in the loading bays on the operation of the proposed Dingwall Loop Tram extension.

9.50 It is noted that the refuse storage areas for the residential and office elements of the development are located in the basement area. The waste strategy states that the waste in these areas will be compacted and transferred to ground level using the vehicle lifts. This will be managed to take place at a time when usage of the car lifts is low. Details of this can be secured by conditioning a Waste Management Plan.

Framework Travel Plan

9.51 This document would seem acceptable as a framework the Travel Plan and a full Travel Plan should be secured by Legal Agreement.

9.52 Four car club spaces are to be provided within the basement parking area and the details secured through the legal agreement.

9.53 It is noted that Demolition and Construction Logistics Plans can be secured via condition.

Overall

9.54 Subject to appropriate conditions and legal agreements regarding pedestrian visibility splays, a car park management plan, car lift maintenance plan, highways works and land dedication, traffic orders for the loading bays, details of surface level cycle parking, a waste management plan, a Travel Plan including car club memberships, and a construction logistics plan, the proposal has overcome the concerns raised in the refusal reasons of the 2016 and is considered acceptable with regards to transportation.

Environmental Impact

Contamination

9.55 The site has been used for residential, hostel, hotel and office uses. There are potential sources of contamination connected with existing uses on site such as those associated with heating systems and the swimming pool. In order to deal with the presence of potential contamination on the site it is considered that an appropriate risk

assessment, further site investigation, mitigation and remediation for contamination on the site can be secured via a planning condition.

Air Pollution, Noise and Vibration

9.56 During demolition and construction, the main effects on air quality would be from construction traffic, emissions from construction equipment and dust. During construction, these effects would be temporary. However, the effects can be dealt with by the imposition of conditions for a Construction Management Plan and a Construction Logistics Plan. A Delivery and Service Plan would be required for the commercial elements of the scheme.

9.57 The effects on air quality associated with the completed development would result from traffic changes associated with the development, proposed car parks and mechanical plant (associated with cooling, heating and hot water). The submitted Air Quality Assessment is accepted and would be subject to a condition. However, the mitigation suggested within this document (such as the car club and EVCPs) is not sufficient to mitigate the proposal. This is a highly polluted area and in order to reduce exposure, the Council would require anti-idling patrols and other local initiatives in the Air Quality Action Plan, such as freight consolidation. The applicant has agreed to s106 monies in line with adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy-– Review 2017.

9.58 Road traffic noise along Wellesley Road would to be the dominant source of noise at the site. Therefore, suitable sound insulation should be provided to ensure adequate protection from noise and this could be secured via a planning condition attached to any future planning application. Windows should also be fitted with mechanical ventilation and this can also be secured via condition at application stage. Details of any plant noise would need to be restricted and further conditioned.

Water resources and flood risk

9.59 Flood Risk Assessment has been submitted and whilst information has been submitted that assesses flooding and drainage matters associated with the development, additional information will need to be submitted. Conditions can be imposed requiring a detailed drainage scheme that incorporates SuDs as requested by the Lead Local Flood Authority.

9.60 On the basis that drainage mitigation can be addressed through the imposition of suitable planning conditions and the impact of the development on water resources and flood risk is considered to be acceptable and in accordance with the provisions of local and national policy.

Archaeology

9.61 Historic England have stated that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal provided a condition is applied to require an investigation to be undertaken. A condition has been agreed with the applicant.

Microclimate

9.62 A Wind Environment Assessment Report including cumulative impact was undertaken by the applicants. The results from this testing show that the roof terraces and ground

entrances, particularly on the south western corner experience conditions that are windier than desired. It is important that the risks sit with the developer to ensure that mitigation and any required design changes submitted genuinely works and has been thoroughly tested. The provision of suitable mitigation has been proposed by the applicant at both ground level and on roof terraces with the detail, testing and methodology to be secured through a suitable worded condition.

Sustainability

9.63 Policy requires zero carbon and also requires non-residential parts of a scheme to be constructed to BREEAM "Excellent" standards. An energy strategy has been submitted. The carbon dioxide savings falls short of the policy requirement. The Council would accept a cash in lieu payment to be secured through a legal agreement and the applicant has accepted this.

9.64 To future proof the development provision would need to be made for connections and space within the buildings to allow connection to any future Croydon District Heating Network, should such a network come forward. This provision would be secured through an appropriate clause in the S.106 Agreement and by conditions to secure all relevant pipe work from the buildings to the edge of the site (to allow easy connection).

Other Planning Issues

Employment and training

9.65 Planning policy including the adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy-– Review 2017 sets out the Councils' approach to delivering local employment for development proposal. The applicant has agreed to a contribution and an employment and skills strategy.

Designing Out Crime

9.66 For a building of this nature, the main considerations would relate to counter terrorism, access to the building and the areas of public realm around the building.

9.67 Discussions have taken place with the Designing Out Crime Officer and Counter Terrorism Security Advisor and the proposed development would incorporate principles of Secured by Design. Conditions requiring CCTV, delivery and servicing plan, public realm management plan and a car park management plan will ensure that the proposed development provides a safe and secure environment.

Telecommunications

9.68 An assessment of radio and television inference was undertaken by the applicant. It concluded the proposed development would have no significant impact upon, broadcast radio reception, satellite television reception and terrestrial television reception. The assessment has concluded that there would be some limited TV interference (ghosting) impact to the north east and south west of the building. All will be narrow and short. However, this can be mitigated through various measures and the Section 106 Agreement will require additional surveys and mitigation measures to be put in place if there is a detrimental impact on television reception. Potentially affected occupiers would be notified of the development's commencement and advised of the means of seeking mitigation. It is considered that subject to an appropriate clause in the Section 106 Agreement, the impact on TV reception would be acceptable.

Conclusions

9.69 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

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