

PLANNING COMMITTEE
Thursday 04 June 2020

- ADDENDUM TO AGENDA –

Item 6.1 - Coombe Bank 6 Church Road Kenley CR8 5DU

Drawing No

The following missing drawing is hereby added to the list: pl20-516-05D

Conditions

Condition 14 – deleted - Reason as details area covered by condition 13.

Condition 21 is deleted and replaced with the following:

'21) All residential units to meet M4 (2) 'Accessible and Adaptable'.

Paragraph 7.8 to 7.11

Paragraphs deleted and replaced with

7.8 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.9 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current

Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.10 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

7.11 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.8 above.

7.12 The policies of most relevance to this application are as follows:

- SD6 Town centres and high streets
- D4 Delivering good design
- D5 Inclusive Design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public Realm

Paragraph 8.1

The following is deleted:

‘2. Affordable housing and housing mix’

and replaced with

‘2. Housing Mix’

Paragraph 8.18

The following line:

‘as indicatively shown on figure 4 would need to provided, in detail, at a reserved matters stage.’

Is replaced with:

‘as indicatively shown on figure 5 would need to provided, in detail, at a reserved matters stage.’

Paragraph 8.29

The following part of the paragraph has been deleted:

‘It is not feasible to incorporate M4(2) or M4(3) compliant layouts without enlarging the footprint and massing of the dwellings. Provision of a lift within the block would also

result in a height increase and unfavourable design additions to accommodate access to the top floors in particular. In this particular circumstance, given the land levels and lack of lift, the provision of Flat 1 (ground floor) would be able to accommodate M4(3) compliance. However, this would be subject to a detailed design of step free access to the unit and car parking secured by condition, and a disabled parking space for the site to be agreed at condition stage. The landscaping condition will require detailed information in regards to access from the building to the car parking given the land levels to the site.'

And replaced with:

'A lift has been provided in the development which serves all floors. Whilst submitted plans do show some steps into the building, given the gradient it is considered that level access could be achieved. A condition is recommended requiring all units to be M4 (2) Accessible and Adaptable.'

Paragraph 8.47

The following lines have been deleted:

'The submitted scheme included a 'visitor' parking bay in proximity the front protect tree (T1). However, this has been removed given the concerns to the front tree and need for passing area for vehicles to enter and exit at the same time.'

And replaced with:

'As part of revised plans, a dual use area acting as both a visitor/servicing bay and passing spot when the visitor space is not in use.'

Item 6.2 - 8 Woodcote Drive, Purley, CR8 3PD

Paragraphs 7.4 to 7.7

The above paragraphs are replaced as follows:

7.4 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.5 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the

“small sites” reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.6 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.7 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating Iterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

7.8 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.4 above.

Existing Paragraphs 7.7 and 7.7 becomes 7.9 and 7.10..

Item 6.3 20/00331/FUL- Fir Hollow, 35 Uplands Road, Kenley, CR8 5EE

LOCAL REPRESENTATIONS

Three further representations have been received. The total is now 16.

No further points have been raised to those in the report.

RELEVANT PLANNING POLICIES AND GUIDANCE

Paragraph 7.7 (emerging London Plan) is out of date and should be replaced with the following:

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor’s Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan’s weight has increased following on from the

publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.9 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.10 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

7.11 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.7 above.

Item 6.4 19/05962/FUL – Lonsdale House, Lonsdale Road, South Norwood.

Three further representations have been received.

One requests that the Planning Committee be advised of the planning objection to the proposal already cited on grounds of overdevelopment, the block of flats facing Lonsdale Road being out of character with the predominantly Victorian appearance of the surrounding houses, the development not maintaining the open space of the surroundings, loss of amenity to neighbours by overlooking, and poor standard of accommodation resulting in poor outlook, inadequate access, and inadequate private garden spaces.

The next objector requested details of the number of persons who would reside within the development. Details of how many parking spaces for the scheme was also requested and the resident advised that she had concerns with regard to the effect on the availability of on-street parking resulting from the development. A response was

provided to the resident advising that the proposed 3 houses and 3 flats would provide accommodation for a total of 28 persons. A total of 2 off-street parking spaces are proposed, with 1 of the spaces being allocated for disabled use.

The final one raised concerns about the lack of engagement by the developer. They raised concerns about design not respecting the character of surrounding area and that it would change, not evolve the area and as such they considered to be contrary to policy. Concerns are raised about the pitched form of the mews buildings. They also mention they strongly support the condition highlighted in point 2.2 of the officers report which cover matters intended to help mitigate the impact of the development on neighbour's privacy.

The issues raised have already been addressed in the Considerations section of the Committee Report.

In regards to the lack of engagement by the developer to the community, whilst we encourage applicants to talk to their neighbours, there is no legal requirement to do so, and it cannot form a sustainable reason for refusal.

Item 6.5 – 17/04594/FUL (Little Hayes Nursing Home, 29 Hayes Lane, Kenley, CR8 5LF)

RECOMMENDATION:

Paragraph 2.1 lists the heads of terms for a legal agreement. It is proposed to add the following:

6. Restriction on future residents being eligible for future parking permits

REPRESENTATIONS:

One further representation received objecting to the proposal on the basis that the scheme would result in overlooking to neighbouring residential properties and loss of privacy, noise from the parking and concerns over fire safety

The Report to Planning Committee omits in error representations from KENDRA (Kenley and District Residents Association). Paragraph 6.3 should be renumbered 6.4 and the following inserted:

6.3 KENDRA have provided 5 letters of representation which can be summarised as follows:

- The proposal will give rise to significant alterations to ground levels and the slopes across the site. This is particular concern with the access points and the location of the access to the highway as well as excavation in close proximity to high value trees.
- The proposed access is unsafe with concerns including relating to visibility of vehicles arriving from the South, exacerbated by level changes and trees to be retained.
- The road network in Kenley is unsafe especially for pedestrians. The site falls at a point where the pedestrian infrastructure is poor and the proposal would result in more walking and use of an unsafe road network. The cumulative impacts of development on the road network should be taken in to consideration.
- The submitted traffic survey is inaccurate in terms of misrepresenting speeds in comparison to surveys conducted by the Council, volumes of traffic as road works were being carried out in the local area at the survey time and with regards to the calculation methodologies.
- Inadequate vehicle manoeuvring, especially of large vehicles and manoeuvring in to individual spaces.
- The proposal would result in overspill parking (potentially of approximately 35 vehicles) exacerbated by the location of the site near to a junction and the impact of the access and vehicle movements on parking availability in the local area. Future residents should be restricted from applying for parking permits. Existing on-street parking is unsafe which would be exacerbated.
- Impact of the development and the accesses on protected and high value trees.
- PTAL level is more accurate as 1b due to current provision of lower rail services.
- Insufficient disabled parking bays.
- The site is not an appropriate location for quantum of development and is unlikely to achieve the levels of walking and cycling anticipated due to the issues with the local road network and the topography of the area. The proposal does not contribute to Good Growth (in the context of the draft London Plan).
- Poor quality design not responding to the character of the area, and has an urban character/appearance. Proposal is too tall and constitutes overdevelopment.
- Lack of provision of wastewater pipes, rainwater pipes and satellite dishes.
- Draft London Plan housing targets are lower than earlier drafts with a significant decrease in windfall housing requirements.
- The Examination of the draft London Plan has set out that intensification of suburban sites can be problematic and that sites should not be assumed to be suitable for intensification based on their proximity to stations.

RELEVANT PLANNING POLICIES AND GUIDANCE

Paragraph 7.7 (on the emerging London Plan) is inserted as set out below:

Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan has been responded to by the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.9 It is important to note that in the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.10 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating Iterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

7.11 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.7 above.

FURTHER CONSIDERATIONS

- With regards to the draft London Plan, having proceeded significantly on its journey towards adoption, it is a material consideration and it is for the decision maker to decide how much weight to give it. The Intend to Publish version of the London Plan does reduce Croydon's windfall housing targets from earlier versions and the reports on the Examination of the London Plan did query the suitability of some windfall sites. The consideration as set out in paragraph 8.3

of the report addresses this issue. Effectively the 2018 adopted Croydon Local Plan identifies that approximately a third of housing is likely to come from windfall sites. The housing targets in the Intend to Publish London Plan are similar but slightly higher. Whilst there are a number of considerations to be balanced as to the appropriateness of the site to be developed as set out in the report, officers consider that this is an appropriate site and the scheme is suitable for the site.

- Paragraphs 8.11 – 8.14 consider the appearance and design of the proposal, as well as its height. The proposal is four storeys and takes advantage of the topography of the site to ensure that its impacts are minimal. The proposal would also retain a significant number of trees and all those protected by the TPO on the site. With replacement tree planting the green and sylvan character of the area would be retained. It is not unusual for rainwater pipes and other *de minimus* items not to be shown on planning application drawings.
- The report to Planning Committee sets out that the Kenley Transport Study has identified a number of issues with the road network in Kenley. The proposal needs to be weighed against the existing lawful use in terms of its trip generation (across all modes). The existing lawful use as a residential home gave rise to a significant number of journeys and it is likely that some trips, including those by some staff and visits by relatives living locally would be conducted partly on foot. Therefore, in terms of a comparison of the proposal against the lawful use, the impact is not considered to be significant. With a contribution towards increased sustainable travel measures, conditions on how travel occurs including through a Green Travel Plan, officers are satisfied that the proposal would have an acceptable impact on the highway network, including when considered cumulatively with other developments.
- The report sets out that 15 parking spaces would be located on site and that this may result in the generation of overspill parking. Analysis of the results of the Kenley Transport Study shows that parking stress on Abbots Lane is currently at a maximum of 17%, with 58 vehicle parking spaces available at that peak time. Therefore, whilst officers consider that the level of overspill identified by KENDRA is high, it could be accommodated on the local road network. The suggestion that future residents are prevented from applying for future residents parking permits is taken on board and now forms part of the recommendation.
- With regards to the access, the proposal would result in the closure for vehicles of the existing main access point very close to the junction of Abbots Lane and Hayes Lane, from which the existing building and lawful use were mainly accessed. Whilst it is noted that the visibility of the proposed access would be impacted upon by vegetation on the boundary of the site, officers consider that through the use of conditions to ensure its maintenance that this is safe. It is noted that a 20mph zone has been implemented and that vehicles on the

highway would be approaching a junction and potentially moving past parked vehicles. Officers are satisfied that this is acceptable.

- No further considerations are required with regards to disabled parking (2 spaces are provided which is adequate), nor the impact of the proposal on trees (which is adequate subject to conditions)