

Planning Committee Agenda



To: Councillor Paul Scott (Chair)
Councillor Humayun Kabir (Vice-Chair)
Councillors Jamie Audsley, Sherwan Chowdhury, Luke Clancy,
Bernadette Khan, Jason Perry, Joy Prince, Sue Winborn and Chris Wright

Reserve Members: Jeet Bains, Simon Brew, Richard Chatterjee,
Pat Clouder, Patsy Cummings, Steve Hollands, Shafi Khan,
Maggie Mansell, Manju Shahul-Hameed and Wayne Trakas-Lawlor

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Monday, 18 December 2017** at **6.30 pm** in **Council Chamber, 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

James Haywood
020 8726 6000 x63319
james.haywood@croydon.gov.uk
www.croydon.gov.uk/meetings
Thursday, 7 December 2017

Members of the public are welcome to attend this meeting.
If you require any assistance, please contact James Haywood, as above.
To register a request to speak, please either e-mail
Planning.Speakers@croydon.gov.uk or call JAMES HAYWOOD by 4pm on the
Tuesday before the meeting.

THIS MEETING WILL BE WEBCAST LIVE - Click on link to view:
<https://croydon.public-i.tv/core/portal/home>

N.B This meeting will be paperless. The agenda can be accessed online at
www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for absence

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

2. Minutes of Previous Meeting

The minutes of the meeting held on 7 December 2017 will be circulated prior to the meeting.

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 (Pages 5 - 6)

To receive the following presentations on a proposed development:

5.1 17/02637/PRE Land To The East Of Grosvenor Road, South Norwood, London (Pages 7 - 16)

Erection of two five storey buildings (Blocks A and B) and a seventeen storey building (block C) to provide approximately 100 residential units with associated landscaping and public realm improvements; re-provision of pay and display parking.

Ward: South Norwood

6. Planning applications for decision (Pages 17 - 20)

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

6.1 17/02918/FUL Land Adjacent 2 West Hill South Croydon CR2 0SA (Pages 21 - 30)

Erection of part three/four storey buildings comprising 9 three bedroom flats with associated basement parking and cycle storage Formation of vehicular access and provision of refuse storage.

Ward: Croham

Recommendation: Grant permission

6.2 17/03814/FUL Earl Of Eldon, 63 Brighton Road, South Croydon CR2 6ED (Pages 31 - 38)

Erection of a three storey building to rear of existing pub to create 6 x bedroom flats (Class C3), landscaping and boundary treatments, erection of extension to rear of pub (Class A4), demolition of extension to side/rear of pub, alterations

Ward: Croham

Recommendation: Grant permission

6.3 17/04917/FUL Land R/O 21 Beech Way, South Croydon CR2 8QR (Pages 39 - 50)

Erection of 3 four bedroom detached houses and 4 four bedroom semi detached houses with associated access and parking

Ward: Selsdon & Ballards

Recommendation: Grant permission

6.4 17/05104/FUL 45 Old Lodge Lane, Purley CR8 4DL (Pages 51 - 62)

Alterations; Erection of a single/two storey side/rear and roof extensions including accommodation with roof space. Conversion to form 5 units including associated soft and hard landscaping, bicycle, refuse/recycling storage and offstreet parking

Ward: Kenley

Recommendation: Grant permission

6.5 17/03916/FUL 54 Arkwright Road South Croydon CR2 0LL (Pages 63 - 76)

Demolition of existing building, erection of a two/three storey building with accommodation in roof space comprising 6 x two bedroom and 1 x three bedroom flats, formation of vehicular access and provision of 7 parking spaces, cycle and refuse storage and landscaping
Ward: Selsdon and Ballards
Recommendation: Grant permission

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 where it is proposed to exclude the press and public from the remainder 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 items 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."

PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

- 1.1 This part of the agenda is for the committee to receive presentations on proposed developments, including when they are at the pre-application stage.
- 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 The following information and advice applies to all those reports.

2 ADVICE TO MEMBERS

- 2.1 These proposed developments are being reported to committee to enable members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage and any comments made are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
- 2.2 Members will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Planning Code of Good Practice Part 5.G of the Council's Constitution). Failure to do so may mean that the Councillor will need to withdraw from the meeting for any subsequent application when it is considered.

3 FURTHER INFORMATION

- 3.1 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.

4 PUBLIC SPEAKING

- 4.1 The Council's constitution only provides for public speaking rights for those applications being reported to Committee in the "Planning Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

5 BACKGROUND DOCUMENTS

- 5.1 For further information about the background papers used in the drafting of the reports in part 8 contact Mr P Mills (020 8760 5419).

6 RECOMMENDATION

- 6.1 The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The attached reports are presented as background information.

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PART 5: Development Presentations

Item 5.1

1. DETAILS OF THE DEVELOPMENT

Ref: 17/02637/PRE
 Location: Land to the East of Grosvenor Road, South Norwood
 Ward: South Norwood
 Description: Presentation of a pre-application scheme for the erection of two five storey buildings (Blocks A and B) and a seventeen storey building (block C) to provide approximately 100 residential units with associated landscaping and public realm improvements; re-provision of pay and display parking
 Drawing Nos: N/A
 Applicant: Alison Brennan – Brick by Brick Croydon Ltd
 Agent: Adam Conchie – Carter Jonas
 Case Officer: Richard Freeman

	1 bed	2 bed	3 bed	Percentage
TOTAL FLATS	61	38	3	
AFFORDABLE RENT	14	11	1	25%
INTERMEDIATE	12	3	2	17%
PRIVATE FLATS	35	24	0	58%
COMMUNITY USE	60m ²			

Number of car parking spaces	Number of cycle parking spaces
58	

2. PROCEDURAL NOTE

2.1 This report is in an experimental format to provide a more focussed approach to pre application presentation to and engagement with Planning Committee. It should be noted that this report is a snapshot in the ongoing development of a scheme and considerations may have moved on by the presentation to Members. The report covers the following points:

- a. Executive summary of key issues with scheme
- b. Site briefing
- c. Summary of matters for consideration
- d. Officers' preliminary conclusions
- e. Specific feedback requested from Members

2.2 Officers would be grateful for feedback from the Planning Committee on the success of the format.

3. EXECUTIVE SUMMARY OF KEY ISSUES WITH SCHEME

- 3.1 The scheme proposes a mixed use, residential led development comprising three buildings as set out above. Buildings A&B are proposed as affordable housing and flank the site. Building C is proposed as affordable housing (shared ownership) in the lower levels, with private sale units above. The scheme currently makes provision for landscaping and public realm improvements to the area between the High Street and the railway line.
- 3.2 The scheme has developed through a series of pre-application meetings and was reviewed by the Place Review Panel in November 2016 (at a very early stage) and is scheduled to be reviewed by Place Review Panel on the 18th December 2017 (the afternoon of this Planning Committee). A verbal update will be available from officers – outlining the views expressed by the Place Review Panel. The applicant intends to submit the proposal shortly after the presentation to Planning Committee and is keen to consider further comments prior to submission.
- 3.3 Officers consider that the scheme is developing in a positive fashion. There are a number of key issues which officers are keen to draw to Members attention and to generate debate:

Principle of the development

- 3.4 The site at the moment is an area of landscaping between two existing tower blocks and areas of car parking and ancillary residential areas. A footpath runs parallel with the railway line on the eastern edge of the site.
- 3.5 The site currently has some clear issues with the quality of the maintenance of the area, the space being ill-defined as to whether it is public or private, a lack of connectivity with some routes being fenced off, a lack of safety to the Network Rail path and anti-social behaviour issues associated with the bus stop. The areas of parking and hard amenity space are also poorly defined and haphazard. The area is also part of the District Centre and conservation area does not positively add to how the place operates.
- 3.6 The site therefore presents an opportunity to provide a much improved public realm, a considered layout with public routes responding to desire lines and safety and security to the Network Rail path, whilst also providing significant levels of accommodation and affordable housing.

Provision of Affordable Housing

- 3.7 The scheme currently shows provision of 42% of units as being affordable, with those units being broken down with a policy compliant 60:40 affordable rent/shared ownership split.
- 3.8 The scheme therefore provides high levels of affordable housing including affordable rent accommodation. Officers are testing the viability of the scheme but are comfortable with the proposed affordable housing provision.

Massing and Heritage Impact.

- 3.9 The scheme is located within the South Norwood Conservation Area, the special character of which mostly relates to the historic Victorian high street. The existing tall buildings on the site are identified as detracting from that character.
- 3.10 Significant testing and townscape analysis has been undertaken to assess the way in which the building would sit within the conservation area context.
- 3.11 Officers have identified some negative impacts on conservation area character, which is a recognised heritage asset. Other scheme proposals have been tested and have been discounted for a variety of reasons – mainly relating to impact on existing residential properties. Where schemes have been amended to remove or reduce harm, less than substantial harm can be acceptable, if there is a package of public benefits which outweigh that harm.
- 3.12 The public realm benefits and improving the way in which the area functions is seen as a critical part of this package of benefits and must be delivered. Work is ongoing to refine these proposals.

Community use

- 3.13 Part of the ground floor of the taller building is proposed as a community use. It is very important that this space is usable and has a long-term function. Officers have requested that the applicant connects this space better to the surrounding public realm and locate plant and storage areas in less prominent areas of the tower. The applicant also needs to further clarify how this space would be operated and maintained. This work is still ongoing.

Housing Mix

- 3.14 Emerging policy, to which weight can currently be given and which would be fully adopted at the point at which a subsequent application is determined, shows that 40% of units should be designed for families.
- 3.15 Due to the form of development and the viability of the scheme, officers consider it is reasonable to provide a lower amount of family units. The scheme currently proposes 15% which officers consider should be raised to at least 20%.

Impact on Adjoining Occupiers

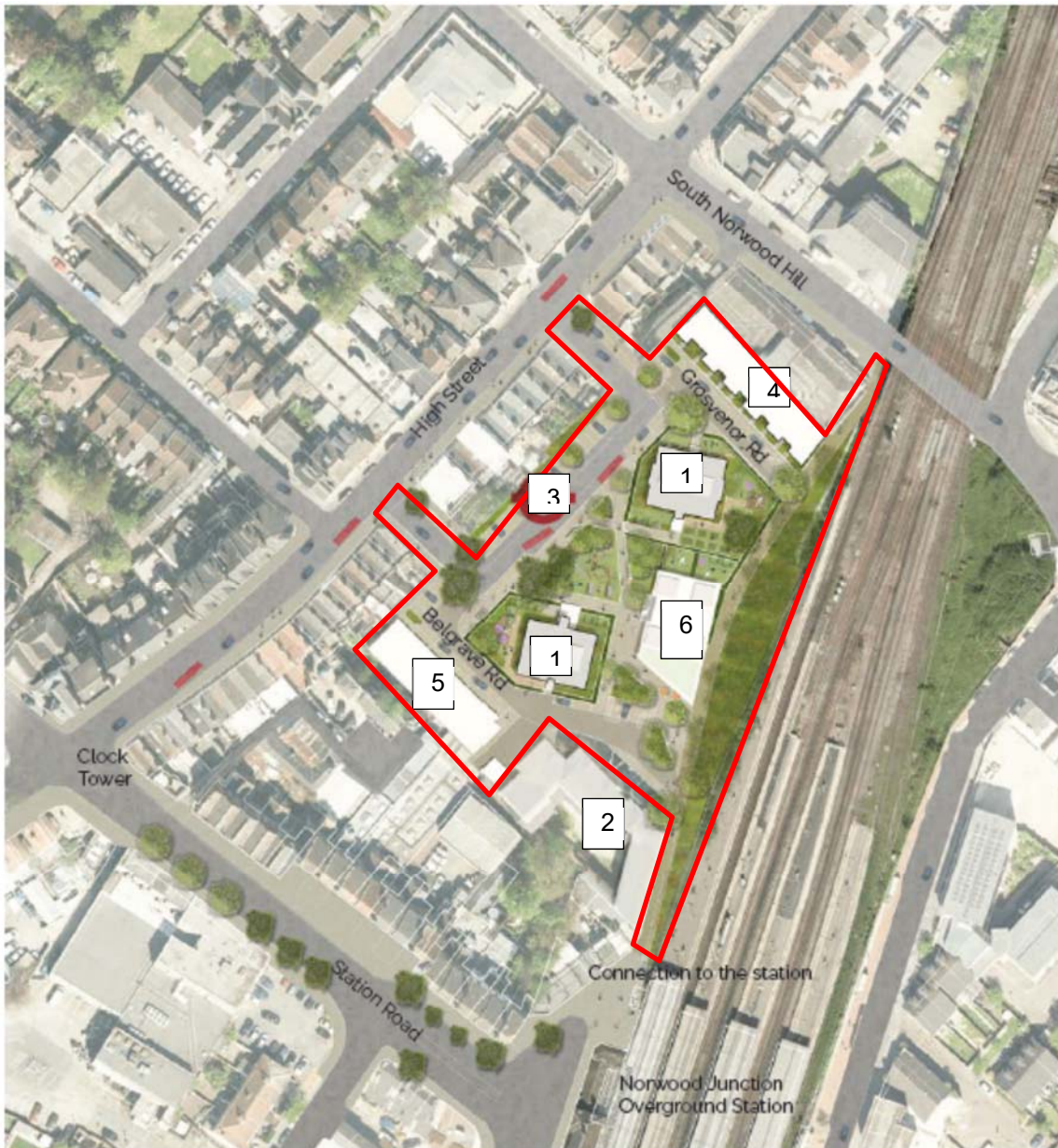
- 3.16 The proposal would have an impact on some adjoining occupiers. The existence of some basement residential properties to the rear of the High Street has recently come to light; Block B would have an impact on them. Block C which is the tower element) would be 16-17m from the existing tower to the north and so would have an impact on outlook and light to an extent. Given the configuration of units and location within a District Centre, this is considered likely to be acceptable.

Parking

- 3.17 The proposal would be car-free except for disabled car parking and a car club space. 34 existing pay and display spaces would be reconfigured and re-provided as 29 spaces to support the wider district centre function. 44 existing resident permit parking spaces would be reconfigured and re-provided as 29 existing resident permit parking spaces.
- 3.18 Given the high PTAL a car-free scheme is welcomed. Parking for shoppers, suitably controlled to ensure it is not used for commuter parking, is considered to be important in the operation of the District Centre. Replacement existing residents parking spaces is acceptable where it integrates successfully with the emerging public realm.

4. SITE BRIEFING

- 4.1 The site is formed of the area of Belgrave and Grosvenor Roads, being the loop road they form and the areas to the east of this up to the railway line. This includes the Network Rail path and bank as well as parking areas and drying spaces to the rear of Portland Place and Station Approach, but does not include parking areas associated with 2-48 Belgrave Road.
- 4.2 The wider area forms South Norwood District Centre and Conservation Area. The heart of the district centre is very much the High Street and Portland Road, with Station Approach being an important route. The conservation area is founded upon the Victorian High Street but contains a number of different character areas.
- 4.3 The buildings marked below are as follows:
1. Two existing 11 storey residential towers owned by the Council. They reportedly suffer from anti-social behaviour and break-ins. The area between them is landscaped space which is under-utilised and poorly defined. The scheme proposes to make improvements in the form of entrance lobbies and reconfiguration of amenity space.
 2. 2-48 Belgrave Road, a block of flats of 4 and 5 storeys. The scheme does not include this building.
 3. The bus stop and pay and display parking area, both of which are well used to support the district centre and interchange with Norwood Junction station.
 4. Proposed building A – five storeys. To its north, a scheme is under consideration for a 4-storey scheme of offices and 29 flats (LBC Ref 17/01596/FUL)
 5. Proposed building B – five storeys.
 6. Proposed building C – 17 storeys including community use in ground floor and Network Rail path to the east.



5. SUMMARY OF MATTERS FOR CONSIDERATION

5.1 The main matters for consider in a future submission are:

5.2 Principle of Development

- The majority of the site is under-utilised and poorly maintained amenity space and parking. Consideration needs to be given to the impact on residential amenity from the loss of the amenity areas but there are no policy designations or site constraints which prevent the area from being developed.
- There is a very clear opportunity to improve a fragmented space and make is a well-functioning, well designed and laid out area through the public realm improvements that this scheme would bring.

5.3 Affordable Housing Provision

- The scheme is currently proposing 43% affordable units at a policy compliant split (60:40 affordable rent:shared ownership). A number of different options have been proposed and the viability of the scheme is still being tested.
- The proposed affordable housing would provide a good level of provision, as well as providing a very good proportion of affordable rent units.
- There is still further testing being undertaken and other scheme changes may have an impact on affordable housing provision.

5.4 Housing Mix

- CLP1.1 and CLP2 indicates that housing mix should be linked to public transport accessibility and character of the area, whilst setting an overall requirement of 30% of all new homes to have 3 or more bedrooms. Schemes in this area should provide 40% of units as family homes, which can include 2-bed, 4-person homes where necessary from a viability perspective.
- The scheme currently consists of approximately 15% of units being family homes, almost fully 2-bed, 4-person homes. Officers are discussing this with the applicant. There is a case for the specific form of housing proposed, namely a tower block, providing less than 40% family homes, but officers consider that this should be above 20%.

5.5 Massing – Conservation Area and Townscape

- The South Norwood Conservation Area Character Appraisal and Management Plan identifies the existing tall buildings as harmful to the Conservation Area and officers are concerned that the proposal would cause harm to the conservation area.
- The applicant has investigated other site layouts which can be demonstrated to have other impacts which are unlikely to be acceptable, within the constraints of retaining the existing tower blocks. They argue they have therefore shown that the harm to the conservation area is unavoidable.
- Policy allows for less than substantial harm in specific circumstances. Officers do consider that the harm would be less than substantial, but would still be significant. As such, it is necessary to ensure that the public benefits of the scheme outweigh this harm. One of the most significant public benefits is the provision of a high quality public realm with improved routes and an exemplar design solution. The applicant is working to demonstrate that this can be delivered.
- Beyond the impact on the conservation area, the townscape impacts of a tall building need to be carefully considered. The scheme could connect the interchange facilities of the bus stop and the station in public realm terms and mark it with a taller building. Clearly a certain amount of development is necessary to accommodate the costs of the improvements in public realm terms.

5.7 Design and Appearance

- The applicant has undertaken a thorough townscape analysis to document materials, forms, rhythms and architectural details found locally and are seeking to reflect this in the appearance of the proposed buildings.
- Officers consider that the lower buildings do this successfully, especially with the roof forms, but detailed consideration of how they sit against existing and proposed buildings is necessary to finalise their acceptability. There are a number of detailed design developments necessary to refine the elevations, but officers consider they are developing in a positive fashion.
- The ground floor layout of Block C is still under development to ensure that the community space can function adequately and be a positive contribution to the sense of a place. Officers consider that this should be well connected to the heart of the scheme, which is the landscaping, as well as the arrival points from the west and south. This is difficult to accommodate in the proposed ground floor footprint but is being worked on by the applicant team.

5.8 Residential Amenity

- The impact on residential amenity of neighbouring properties needs to be carefully considered given the proximity of the building to other homes.
- Block C will definitely have an impact on the existing two towers, due to the proximity of the buildings. The tower to the north would be 16-17m from the northern elevation of the proposed building which is considered on balance sufficient to ensure privacy. The scheme would also impact on daylight and sunlight to this building given the orientation of the buildings. This is in part due to the very high levels of light which these buildings currently enjoy.
- The scheme proposes to improve the amenity space for both existing tower blocks to provide some defensible planting and definition of space, as well as lobbies to the main entrances to aide their legibility and security.
- Building A has been designed to complement the scheme to the north under consideration, but further details of this are required to reach firm conclusions. Windows however are located in a manner which do not impact significantly on residents of that future block.
- Block B is undergoing further testing with regards to basement units in the rear of properties fronting the High Street in terms of impact on daylight and sunlight. Due to the close proximity of the buildings, there would be significant daylight and sunlight implications. The wider area however is characterised by a tight urban grain and reductions in daylight and sunlight to below guidelines are acceptable where areas are already characterised by such issues, which is often caused by a tight urban gran.
- All proposed homes would meet required internal dimensions and have external private amenity space.

5.9 Trees

- The proposal would result in the loss of one Category A (high quality) tree, three Category B trees and 5 Category C trees. The removal of these trees is unavoidable where they conflict with either highways or building layouts.
- A replacement planting strategy has been put forward by the applicant and is under consideration.

5.10 Highways and Parking

- The existing and proposed parking arrangements are summarised earlier in this report.
- An occupancy survey or stress test has been undertaken to investigate the extent to which these spaces are used. This found that the residential spaces are generally two-thirds to three-quarters full at peak times (weekday nights) and pay and display parking approximately two-thirds full on Saturdays – and a similar amount overnight, suggesting that residential use of pay and display spaces occurs outside of peak times.
- Officers consider that despite the high public transport accessibility, parking for shoppers is important given the current health of the main shopping areas of the District Centre. Residential parking permits is not common in the wider area so whilst re-provision is desirable, it should not result in poorer quality public spaces nor a reduction in the amount of disabled parking, which is currently proposed.
- Cycle parking is proposed at current London Plan levels, which includes some cycle hoops in the public realm. Where these do not give rise to clutter and have good levels of surveillance, this is likely to be acceptable.

5.11 Sustainability

- Policy requires that major developments are designed in accordance with the London Sustainable Design and Construction SPG and achieve, for residential elements, a zero carbon development and that non-residential elements achieve a 35% reduction in carbon and meet BREEAM Excellent.
- The applicant has indicated that these can be met through on-site measures and that carbon-offsetting may be required for the residential elements.
- The site is at risk of surface water flooding which may require measures to be incorporated into the building design and will require the use of SuDS to manage surface water run-off.

6. PRELIMINARY CONCLUSIONS

- 6.1 The site is currently poorly defined and maintained and does not contribute as well as it could to the character or function of the area. A scheme provides opportunities for these issues to be resolved and the public realm to be significantly upgraded, as well as providing significant accommodation and affordable housing.
- 6.2 There would be impacts on the Conservation Area which require the harm to be removed where possible and for residual impacts to be less than substantial in the harm they cause. It is particularly important that the package of measures to offset the harm can be delivered.
- 6.3 More work is required on the landscaping and public realm and to demonstrate that the community use can adequately function. The amount of family units also needs to be increased as well as a number of technical studies carried out and their implications for the scheme addressed.

6.4 Officers are confident that these issues can be addressed and the opportunities associated with this scheme fully accommodated

7 Specific Feedback requested from Members

- 1) Principle of the development
- 2) Housing Mix
- 3) Community use
- 4) Massing – Conservation Area and Townscape
- 5) Landscaping and public and private areas
- 6) Design and Appearance
- 7) Residential Amenity
- 8) Highways and Parking

8 SUMMARY OF COMMENTS FROM PLACE REVIEW PANEL

8.1 The scheme is to be presented to Place Review Panel on the same day as Planning Committee; officers will therefore summarise the views of the Place Review Panel to Planning Committee.

PLANNING COMMITTEE AGENDA

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.

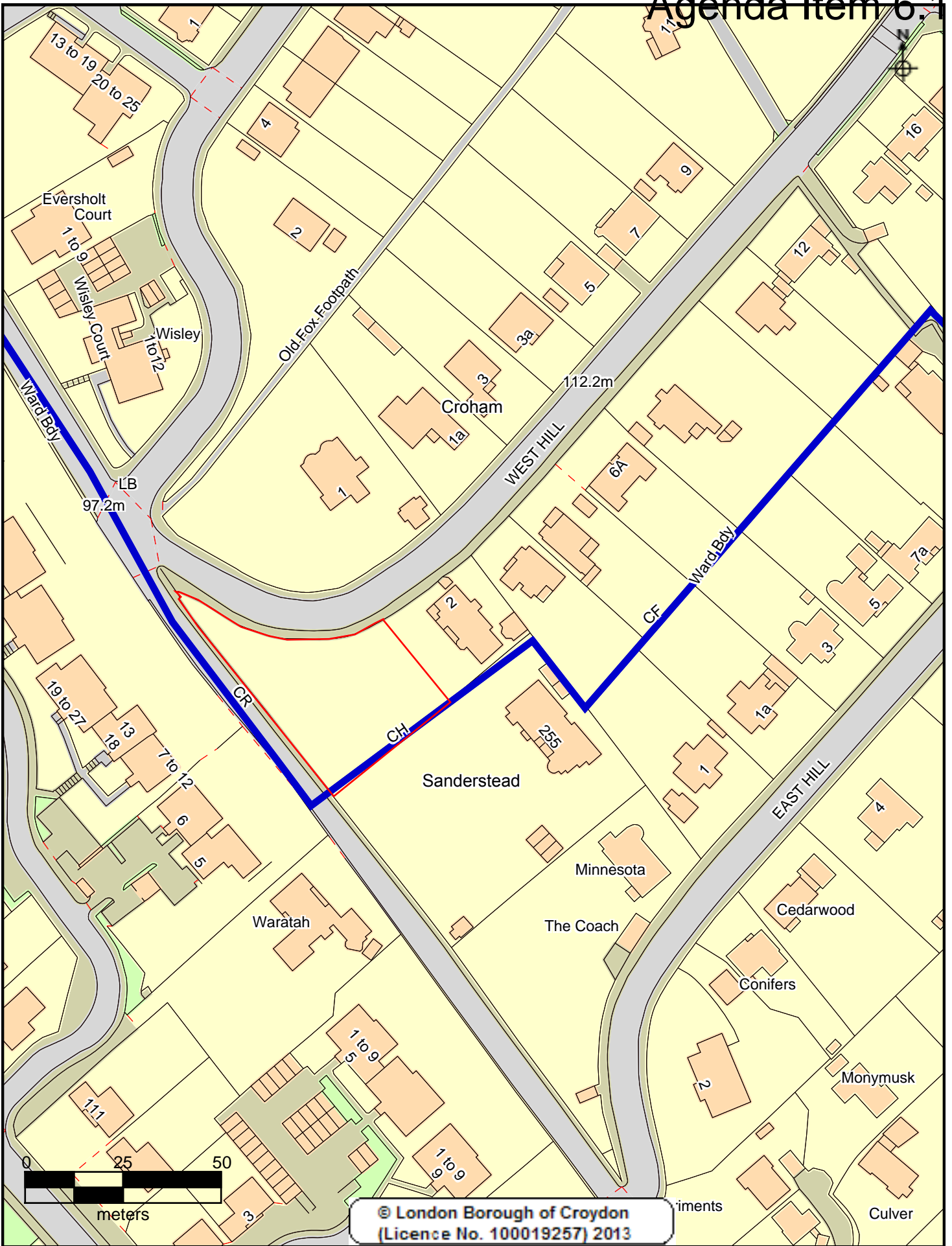
8. BACKGROUND DOCUMENTS

- 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.

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PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 17/02918/FUL
 Location: Land adjacent to 2 West Hill, South Croydon, CR2 0SA
 Ward: Croham
 Description: Erection of part three/four storey buildings comprising 9 three bedroom flats with associated basement parking and cycle storage. Formation of vehicular access and provision of refuse storage.
 Drawing Nos: Elevations 2841-30 Rev E Received 24.11.2017, Floor plans 2841-28 Rev F Received 24.11.2017, Other 0144.P.100 B Received 08.06.2017, Sections 2841-18 Received 08.06.2017, Site plan 2841-16 A Received 08.06.2017, Elevations 2841-31 Rev F Received 24.11.2017, Site plan 2841-26 Rev H Received 24.11.2017, Other 2841-27 Rev D Received 24.11.2017, Floor plans 2841-29 Rev D Received 24.11.2017, Other 0144.P.001 A Received 08.06.2017, Other 0144.P.201 B Received 08.06.2017
 Applicant: Quantum Homes
 Agent: Stiles Harold Williams
 Case Officer: Georgina Betts

	1 bed	2 bed	3 bed
Flats	0	0	9

Number of car parking spaces	Number of cycle parking spaces
9	18

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

2.0 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 Security/external lighting, window reveals/cills and levels of paved footpath entrance to be submitted to be approved
- 3. Tree protection plan and method statement to be approved
- 4. Construction logistics plan/management plan to be approved
- 5. Hard and soft landscaping details to be approved (to include SUDS)

6. Samples of the external facing materials to be approved
7. Parking arrangements, visibility splays, garden and communal areas, refuse store and cycle stores to be provided and retained as specified
8. Window restriction in north-eastern and south-eastern elevations
9. Water usage and Carbon Dioxide emission reduction
10. In accordance with the Flood Risk Assessment
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) Tree Officer contact details
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 2.3 That the 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.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for the following:
- Erection of part three/four storey building comprising of 9x three bedroom flats
 - Provision of basement for 9 car spaces (1x disabled) and 18 cycle spaces
 - Formation of vehicular access onto West Hill
 - Provision of refuse storage
 - Associated hard and soft landscaping
- 3.2 Amended plans were received during the course of the application which simplified the materiality and frontage window arrangements and includes further window openings in the flank elevations.

Site and Surroundings

- 3.4 The application site lies on the south-eastern side of West Hill and is currently occupied by a detached property with the site forming part of No2's rear garden area. The land falls from east to west and drops significantly from north to south. The site is subject to a formal tree preservation order.
- 3.5 The surrounding area is residential in character and comprises of a mix of two storey detached properties within generous plots with a recently completed

flatted scheme immediately opposite at 1 West Hill. Further flatted developments lie to the north along Sanderstead Road and to the west within Montana Close.

- 3.6 The application site lies within an area at risk of surface water flooding as identified by the Croydon Flood Maps while Sanderstead Road is classified as a London Distributor Road. The site lies within an archaeological priority zone and lies within a local area of special character as identified by the Croydon Plan.

Planning History

- 3.7 The following planning decisions are relevant to the application:
- 3.8 Planning permission was granted for the alterations and erection of a single/two storey extension and conversion to form 2 one bedroom and 2 two bedroom flats; provision of associated parking (Ref 16/00096/P).
Not implemented

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable
- The design and appearance of the development is appropriate
- The development would not harm the residential amenities of neighbouring properties
- The living standards of future occupiers are satisfactory
- The level of parking and highway impact is considered acceptable
- The development would suitably safeguard the preserved trees
- Sustainability and flooding 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: 15 Objecting: 15 Supporting: 0

- 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:

- Out of character/density/cramped/building line
- Noise and general disturbance
- Danger to highway safety

- Lack of parking
- Pollution through loss of trees
- Loss of trees
- Loss of privacy
- Poor design/bad material choice
- Impact upon ecology

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
- SP2.6 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 Supplementary Planning Guidance

- 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) were approved by Full Council on 5 December 2016 and 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 consulted on these modification during the period 29 August – 10 October 2017.

7.8 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 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. 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:

- Principle of development
- Townscape and visual impact
- Housing quality for future occupiers
- Residential amenity for neighbours
- Transport
- Trees
- Sustainability
- Ecology
- Flood Risk

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 providing 9 much needed larger family houses is considered acceptable subject to further considerations listed below.

Townscape and visual impact

8.3 The site falls substantially from the north-east to the south-west and sits at the corner of West Hill and Sanderstead Road. The applicant proposes to erect a part three/four storey building which is staggered in appearance stepping down in height towards Sanderstead Road. The staggered building line and stepped appearance would respect the topography of the area which in turn breaks the perceived mass of the building. While this building would in effect be four stories adjacent to 2 West Hill it would sit below the ridge of 2 West Hill and be consistent with the height of the recently constructed 1 West Hill (being 3 storeys plus pitched roof) and would sit comfortably within the street scene.

8.4 Whilst the design of the building is undeniably contemporary it sits in an isolated position at the junction of West Hill and Sanderstead Road. The sites detached position allows for a more innovative approach. The size and positioning of windows have been amended during the course of the application which now improves the articulation of the building as a whole. The depth of window reveals

and cills and the quality of the external facing materials are key to the design success of the building. Therefore such the details would be secured through condition.

- 8.5 The application site lies within a local area of special character (LASC) as designated in CLP1. It is important to note that under CLP1.1 LASC's are becoming local heritage areas; as part of this change these places have been reviewed. West Hill is not proposed to be a LHA under CLP1.1 and this policy has no changes proposed through the main modifications and so carries significant weight in the planning balance.
- 8.7 The staggered appearance and stepped form of the building at a comparable height to 1 and 2 West Hill together with the retention of protected trees with the inclusion of new planting and the fact the LASC designation is to be removed officers find the scheme acceptable.

Housing quality for future occupiers

- 8.8 The layout, including the outlook from each unit would be acceptable and each flat would have access to private amenity space in the form of two or more balconies. Adequate provision has been made for communal amenity space along with suitable flat and room sizes which are all dual aspect and would meet the needs of future residential occupiers. The quality of accommodation is therefore acceptable.
- 8.9 Level access would be provided from West Hill and therefore the development would ensure that it is accessible to all.

Residential amenity for neighbours

- 8.10 The development would sit comfortably within the south-western elevation of 2 West Hill (host property) and due to the 15m separation distances and a change in land levels would not appear visually intrusive or result in a loss of privacy.
- 8.11 The development would be well separated (a minimum 6.5m and maximum 14m to the south-east boundary) from all other neighbouring properties and due to the careful placement of windows and the orientation of the building the proposal would not give rise to a loss a of privacy. The development is therefore considered to have an acceptable relationship with neighbouring buildings.

Transport

- 8.12 The subject site is in an area with a PTAL accessibility rating of 2 (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 is within walking distance of Sanderstead and Purley Oaks Stations with the 403 bus route running along Sanderstead Road.

- 8.13 Provision has been made for 9 on-site parking spaces which includes one disabled bay. Provision is made for on site for cycle storage in accordance with the London Plan standards while an internal access lift is provided to enable the development to be accessible to all.
- 8.14 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 and a swept path analysis that the proposed access and parking area would be safe and efficient and allow entering and exit in a forward gear.
- 8.15 Refuse collection would be via West Hill as with other neighbouring developments and would be sited within 20 metres of the highway. This arrangement is acceptable on highway grounds.

Trees

- 8.16 Whilst it is noted that several trees (a total of 16) would be removed to accommodate for the development the protected trees would all be retained. While a tree survey and arboricultural assessment has been submitted as part of the application the documentation does not give full details in regards to the buildings construction such as a Tree Protection Plan and Method Statement. Given that such details could be controlled through condition the lack of information at this stage would not give grounds to refuse planning permission.

Sustainability

- 8.17 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.

Ecology

- 8.18 The application site does not lie within close proximity of a Site of Nature Conservation Area Importance nor were any protected specified evident on the site visit. The proposed development is therefore not considered to harm any ecological interest within or surrounding the site and would comply with the relevant policies in this respect.

Flood Risk

- 8.19 The site lies within an area at risk of surface water flooding. The application was accompanied by a Flood Risk Assessment which identifies measures to mitigate against any increased risk in localised flooding. Subject to the drainage strategy and conclusions of the FRA being conditioned the development would be acceptable in regards to flood risk.

Affordable Housing

8.20 The threshold for affordable housing is set at 10 units and therefore at 9 units, the scheme is not required under current policy to provide any on site affordable housing.

Conclusions

8.21 The proposal would result in the redevelopment of the site which would provide 9 additional family 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.

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



Scale in Metres
0 10 20 30 40 50 60
for 1:1250

Scale in Metres
0 5 10 15 20 25
for 1:500



UK Map Copyright. The GeoInformation Group 2017 Licence No. LANDMIL.DN100003121118*

Revision	Description	Date	DRAWN

Project:

The Earl of Eldon
63 Brighton Rd,
South Croydon
CR2 6ED

Drawing Title:

Location & Block Plan

Chris Flint Associates Ltd
CHARTERED SURVEYORS - PROJECT MANAGERS
DEVELOPMENT CONSULTANTS

Drawn By	Date	SHEET SIZE	Approved By	Date
CF	10/05/17	A3		
Drawing No.	Revision:	Scale:		
CFA FULL 03	03	as shown		

PLANNING

2 Emerald Close Waverleyville Huns PO7 8NZ
tel: 023 92 432484 fax: 023 92 338354
Email: chrisflintassociates@gmail.com

PART 6: Planning Applications for Decision

Item 6.2

1 SUMMARY OF APPLICATION DETAILS

Ref: 17/03814/FUL
 Location: Earl of Eldon, 63 Brighton Road, South Croydon CR2 6ED
 Ward: Croham
 Description: Erection of a three storey building to rear of existing pub to create 6 x 1bedroom flats (Class C3), landscaping and boundary treatments, erection of extension to rear of pub (Class A4), demolition and alterations to extensions to side/rear of pub
 Drawing Nos: CFA-FULL-01 rev 03, CFA-FULL-03, FRA Issue 01, 51926
 Applicant: Mr R Singh
 Agent: Chris Flint Associates Ltd
 Case Officer: Richard Freeman

	1 bed	2 bed	3 bed	4 bed
Houses	0	0	0	0
Flats	6	0	0	0
Totals	6	0	0	0

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

2 RECOMMENDATION

- 2.1 That the 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) Development to be carried out in accordance with the approved drawings and reports (including flood risk assessment) except where specified by conditions
- 2) Materials to be agreed
- 3) No windows to side elevations other than as shown
- 4) Hard and soft landscaping details to be agreed
- 5) No cooking in the pub without appropriate equipment
- 6) 19% Carbon reductions and 110 litres / head / day
- 7) Details of bin stores to be agreed
- 8) Details of sustainable urban drainage system to be agreed
- 9) Noise study and archaeological study and mitigation measures to be agreed
- 10) Commencement of development within three years of consent being granted
- 11) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) Code of Practice for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- Demolition of existing extension to pub and alterations to existing pub extension to provide for commercial and residential bin stores.
- Erection of a three storey building in pub garden to provide residential accommodation laid out as two units per floor.

Site and Surroundings

- 3.2 The application site is a Locally Listed pub on Brighton Road. The area to the rear of the pub, on Upland Road, is currently used as a pub garden.
- 3.3 Adjacent to the pub on Brighton Road are commercial premises at ground floor with residential above. Adjacent on Junction Road is a car repair and MOT station and terraced residential properties beyond. There are a number of flat schemes in the area, including opposite the site on Junction Road and on Upland Road to the rear.
- 3.4 The site is located within a Flood Zone and an Archaeological Priority Zone.

Planning History

- 3.4 No relevant planning history.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The pub garden is itself not a protected use. The loss of the pub garden and the demolition of extensions to the pub are not considered to make it unviable and are beneficial in heritage and housing supply terms.
- The proposal would provide 6 homes of an acceptable standard.
- The appearance of the scheme has been amended significantly during the application process and is now considered to have an acceptable relationship with the locally listed pub, a non-designated heritage asset, and to respond to the character of the area.
- The proposal would meet sustainability objectives. No parking is proposed which is considered acceptable given the high Public Transport Accessibility Levels of the site.

5 CONSULTATION RESPONSE

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

Environment Agency (Statutory Consultee)

5.1 The EA made no objection to the proposals.

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:	35	Objecting: 17	Supporting: 18
No of petitions:	0		

Objections:

- Overdevelopment
- Out of keeping with character of the area
- Height and mass of building dominates existing pub
- Removes opportunity for rejuvenated pub and removes pub storage areas
- Overlooking to neighbouring properties
- Inadequate bin stores, parking and cycle parking will not be used
- Loss of existing parking
- Flats out of keeping with family homes

Support:

- Provides much needed residential accommodation, perfect for first time buyers
- Good use of carparking
- Reduction in fly tipping opportunity
- Area has good transport links
- High quality of accommodation
- Good for area
- Removes attention from employment use and good appearance

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.

- a. 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
 - Delivering a wide choice of high quality homes
 - Providing a good standard of amenity for existing and future occupants of buildings and land
 - Promoting sustainable transport
- b. The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 6.13 Parking
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 on Architecture

Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.2 Place Making
- SP4.1 & 4.2 Urban Design and Local Character

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
- T2 Traffic Generation from Development
- T8 Car Parking Standards in New Development

- 7.2 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. The Inspector's Main Modifications have been published and those policies not extensively changed can be given weight in decision taking.

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the use
2. The design and appearance of the development and the impact on the character of the area and the locally listed building
3. The impact of the development on the residential amenities of adjoining occupiers and residential amenity of future occupiers

Principle of the use

- 8.2 Emerging policy DM22 seeks to protect pubs, stating that their loss will be resisted where they have made specified efforts to appeal to the community. The emerging policy can be given only limited weight in decision making as it was modified by the Inspector, and this should be seen against transitional arrangements with the adoption of the new Local Plan and that the proposal does not seek the demolition of the Earl of Eldon.
- 8.3 The demolition of extensions and loss of pub garden and parking area would have some impact on the operation of the pub as it would entail the removal of the kitchen flue and limited outside space. However, the pub would still be retained and would still be able to carry out the functions suggested in the policy as sometimes required to improve viability. It should also be noted that the pub has not objected to the proposal.

The design and appearance of the development and the impact on the character of the area and the heritage asset

- 8.4 The pub is a locally listed building, which constitutes a non-designated heritage asset, to which harm should be avoided, in accordance with the National Planning Policy Framework.
- 8.5 The amended scheme has simplified the elevations and lowered the height of the roof below that of the pub allowing the chimneys to be visible. The rear elevation of the pub is a positive element of its appearance and the amendments allow for some of this to remain visible in the streetscene.
- 8.6 The front elevation is located slightly behind the front elevation of the pub to Junction Road and allows for the historic boundary treatment to be retained. This siting is in front of the residential properties further along Junction Road but the intervening employment use operates as a buffer to reduce impacts on them and the street is already terminated by a strong side elevation of the pub. As such, the projection in front of the residential building line is not considered to be detrimental to the character of the area.
- 8.7 The amended roofline of the pub improves the appearance of the building and responds to the predominantly two-storey building heights in the area.

Residential amenity of adjoining occupiers and future residents

- 8.8 Being located adjacent to a pub and an employment use, the impacts on these non-residential properties are considered acceptable. Above commercial premises on Brighton Road are a number of flats with rear windows which look towards the

application site. The nearest windows, to 61 Brighton Road, would be located behind the rear elevation, at right angles to it, and so would have an acceptable relationship. Those further away would have a similar relationship as other properties in the area. Side facing above ground floor windows would be obscure glazed by condition. Concerns have been raised regarding overlooking to adjacent gardens; due to the layout of the area the only affected residential properties are those discussed above, located above 61 Brighton Road.

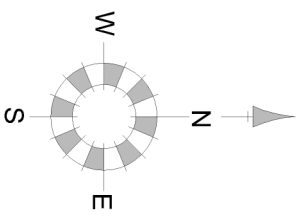
- 8.9 Whilst there would be some impact on these residential properties, on balance the impact is acceptable given the tight residential grain of the area. Through use of a construction logistics plan, temporary impacts on residential properties during construction can be overcome.
- 8.10 All proposed units meet the Nationally Described Space Standards in terms of their internal dimensions and have adequate private amenity space. Ground floor units have bedrooms to the front, which would be in close proximity to the pavement and potentially overlooked by passers-by. With the front elevation pulled back to retain the existing wall at a low level, there are opportunities for defensible planting. It is also noted that flats opposite the site have a similar relationship with the street. This is considered to be acceptable.
- 8.11 All proposed units are 1-bed, smaller units. Emerging policy controls the amount of larger units in major developments, which this is not, as well as setting out a strategic requirement for 30% of all new homes to be three bed units. Considering the relatively tight site and small number of units, it is considered acceptable for the scheme to comprise 1-bed units.
- 8.12 Given the surrounding non-residential uses, some noise generation may currently occur in the local area. A condition is recommended to require a noise assessment to be carried out and mitigation, be it building fabric improvements or sound insulation, incorporated into the scheme.
- 8.13 Bin and bike stores would be located in a reconfigured outbuilding attached to the pub. The appearance of the bike store is considered acceptable and of an adequate size but further details are required of the bin stores to ensure adequate space for residential and commercial waste storage.

Other considerations

- 8.14 The proposal does not incorporate vehicular parking. The site has a Public Transport Accessibility Level of 5, which is categorised as good. As such, a zero parking scheme is considered to be acceptable. Adequate bicycle parking is proposed.
- 8.15 The site is located in Flood Zone 3 and an area at risk of surface water flooding. The Environment Agency have indicated that they are satisfied that the proposal would not significantly increase flood risk from fluvial sources and have not objected to the proposal. A condition is recommended to require the use of sustainable drainage techniques, although options are relatively limited on a relatively tight site.
- 8.16 Policies require that the scheme makes a reduction in the amount of carbon used of 19% over the Building Regulations and designed for limited water use. This can be secured by condition.

Conclusions

- 8.15 It is recommended that planning permission should be granted for the proposal, as it would be acceptable in all respects, subject to conditions.
- 8.16 All other relevant policies and considerations, including equalities, have been taken into account.



REVISIONS			DO NOT SCALE
REV	DATE	NOTES	INITIAL

STATUS	PLANNING
NOTES	

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 chartered architects

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CLIENT	MANTLE DEVELOPMENTS
PROJECT	LAND R/O 21 BEECH WAY CR2 8QR
TITLE	LOCATION PLAN

DRAWN BY	SPN	CHECKED BY	RT
SCALE	1:1250 @ A3	DATE	SEPT 2017

DWG N°:	6573-2P01	REV N°:	
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CLIENT REF N°:	
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PART 6: Planning Applications for Decision

Item 6.3

1 SUMMARY OF APPLICATION DETAILS

Ref: 17/04917/FUL
 Location: Land to the Rear of 21 Beech Way
 Ward: Selsdon and Ballards
 Description: Erection of 3 four bedroom detached houses and 4 four bedroom semi-detached houses with associated access and parking
 Drawing Nos: 6573-2P01, 6573- 2P02, 6573-2P03, 6573-2P04, 6573-2P05, 6573-2P06, 6573-2P07, 6573-2P08, 6573-2P09, 6573-2P09, 6573-2P10, 6573-2P11, 6573-2P12
 Agent: Richard Blundell
 Case Officer: Laura Field

	1 bed	2 bed	3 bed	4 bed	5 bed
Houses	0	0	0	7	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
14	14

- 1.1 This application is being reported to Planning Committee because the number of objections above the threshold on Committee Consideration Criteria have been received and the Ward Councillor (Cllr Dudley Mead) 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.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose planning conditions and informatives to secure the following matters:
1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
 2. Construction Logistics Plan
 3. Ecology report
 4. Windows restriction in Plot 16 (western elevation)
 5. Materials to be submitted
 6. Submission of details for lighting, fencing, finished floor levels and refuse and cycle storage
 7. Tree protection as submitted
 8. Removal of permitted development rights
 9. Hard and soft landscaping to be submitted
 10. Carbon reduction and water usage
 11. Retaining of existing planting as specified
 12. Details of sustainable urban drainage systems to be submitted

13. Time limit of 3 years

14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1) Development is CIL liable

2) 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 planning 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 Full planning permission is sought for 3 four bedroom detached houses and 4 four bedroom semi-detached houses to the rear of 21 Beech Way. The scheme is as follows:

- 2 storey dwellings designed in a traditional style to match the design found in the recently built scheme
- Access would be from Boxford Close (an extension to the existing development)
- Two car parking spaces for each plot

3.2 The main differences from the 2016 planning permission (16/05852/FUL) are:

- Increase in the number of dwellings from 4 to 7
- The approved scheme included 4 five bedroom detached houses. The current scheme introduces a mix of semi-detached houses and detached houses
- There is a change from attached garages to car parking spaces in the current scheme

3.3 The layout for both schemes are set out below.

Proposed Site Plan (Approved Scheme- 16/05852/FUL)



Proposed Site Plan (Current Scheme- 17/04917/FUL)



Site and Surroundings

3.4 The application site lies to the rear of 21 Beech Way, South Croydon. The proposal would be an extension of a development at Boxford Close which consists of detached residential dwellings. The site would be accessed via Boxford Close. Abercorn Close

to the west, and Kersey Drive to the north continue a pattern of backland residential development.

- 3.5 The land levels fall to the west and the site lies adjacent to Metropolitan Green Belt. Tree Preservation Order 22, 1972 is applicable to the site.

Planning History

- 3.6 The following planning decisions are relevant to the application

13/03226/OUT: Demolition of the existing garden building; erection of 8 detached dwelling houses and extension of Boxford Close to form access road.

Granted and implemented.

14/01504/RES: Demolition of the existing garden building; erection of 8 detached dwelling houses and extension of Boxford Close to form access road (approval of reserved matters in respect of outline planning permission 13/03226/P).

Granted and implemented.

15/04023/P: Erection of a four bedroom detached house; construction of detached garage and alterations to access and Plot 7 attached to adjoining development.

Refused on the impact on protected trees.

16/01659/P: Erection of four bedroom detached house; construction of detached garage and associated alterations to access for Plot 7 attached to adjoining development.

Granted and implemented.

16/05852/FUL: Erection of 4 five bedroom detached houses with attached garages and associated access.

Granted and not implemented. The current scheme for consideration is for a more intensive use of the site.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The site is currently occupied by a garden of 21 Beech Way and is in a residential area. The principle of a residential development is acceptable.
- 4.2 The proposal would positively address Boxford Close and the layout shows that the proposed buildings would have a similar degree of separation as recent additional completed development and would have an appropriate relationship with the street.
- 4.3 There would be no significant impact on the neighbouring properties due to the separation distances and orientation of buildings
- 4.4 The proposal would be acceptable with regards to the accommodation for future occupiers. The proposed layout would allow for adequate amenity space around the buildings and is considered to be a good use of the site.

- 4.5 The proposal would be acceptable with regards to the relationship with protected trees. There are other trees on the site which have some amenity value but are not worthy of a Tree Preservation Order. 5 trees in the communal amenity to the front are to be retained. The use of planning conditions can ensure that those retained are protected and construction of the path happens in an appropriate fashion.
- 4.6 The proposal would have no significant adverse impact on parking demand and pedestrian and highway safety.
- 4.7 London Plan and local policies require the development to make carbon dioxide emissions savings. An energy strategy has been submitted which demonstrates policy requirement have been met. In terms of sustainable drainage, a planning condition is recommended to require further details to be provided.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of letters. 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: 34 Objecting: 34 Supporting: 0

- 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:

- Overdevelopment
- Loss of privacy, light and outlook
- Visual intrusion
- Noise, disturbance and pollution from new residents, homes and during construction
- Out of keeping with the area
- Traffic, additional parking pressure
- Road and turning area insufficient
- Loss of trees and wildlife and boarding a Site of Nature Conservation Interest
- Green Belt being compromised

- 6.3 The following issues were raised in the representations and are not material planning considerations:

- Insufficient consultation [Officer comment: Letters have been sent to neighbouring properties adjoining the site in accordance with statutory requirements]
- Impact on property values and service charges [Officer comment: This is not a material planning consideration]
- Dishonest building company when purchasing houses [This is not a material planning consideration]
- Impact on sewerage, drainage, services and resources [This covered by the Community Infrastructure Levy and other legislation]

- Destruction of prehistoric archaeological site [The site does not lie within an Archaeological Priority Zone]

6.4 Councillor Dudley Mead [objecting] has made the following representations:

- Over development of the site and would create a very cramped development.
- The removal of the garages would be an unsatisfactory situation to create and out of keeping with the local area.

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
- 5.16 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

7.4 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
- SP4.12 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
- SP8.12 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
- UC9 Buildings on the local list
- NC4 Woodlands, trees and hedgerows
- T2 Traffic generation from development
- T4 Cycling
- T8 parking
- H2 Supply of new housing
- H5 Backland development
- RO6 Protecting the setting of the Metropolitan Green Belt and Metropolitan Open Land

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) were approved by Full Council on 5 December 2016 and 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 consulted on these modification during the period 29 August – 10 October 2017.

7.8 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 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. 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. Trees and landscaping
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Access and parking
7. Sustainability and environment

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 development can be accepted providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

Townscape and Visual Impact

8.3 Existing pattern of residential development (Boxford Close, Abercorn Close, Kersey Drive, Suffield Close) makes a significant contribution to the character of the area. The proposed development would extend development under the 2013 planning permission from Boxford Close

8.4 The layout would be acceptable and similar to the granted scheme albeit with the provision of more units including semi-detached properties and would be in keeping with the development pattern of Boxford Close. With regards to the access, in design and appearance terms the use of the turning head is considered appropriate as a natural extension of an existing road network. Whilst there are no semi-detached houses in the surrounding area, the footprint and design would be similar to the recent 2013 planning permission. The submitted elevations comprise traditional pitched roofs and gable features, using a mixed palette of materials. This is considered appropriate for the site and area.

8.5 The proposal would be acceptable with regards to the setting of the Metropolitan Green Belt given the gardens are to the rear of the properties. These act as a buffer.

8.6 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.

Trees and landscaping

- 8.7 The trees on this site are subject to Tree Preservation Order 28, 2015 which are the five trees in the existing communal garden and an area Tree Preservation Order 22, 1972 which covers trees in the rear garden of 21 Beech Way.
- 8.8 The five trees in the communal garden are being retained as part of the proposals. In the rear of 21 Beech Way of the 39 trees, 19 are proposed to be removed. 12 of the trees to be removed are of low or poor quality. The remaining 7 trees which are of moderate quality are proposed to be replaced by a robust landscaping scheme. This is subject to conditions. Given the provision of family housing, the layout and relationship to trees of the existing development, this is acceptable.
- 8.9 It has been noted there is wildlife in the area in the representations and a suggested condition covers an ecology report to be submitted prior to any commencement of development. The Site of Nature Conservation Interest lies to the rear of 27 Beech Way and therefore is not within the site or abutting the site. In any event the Wildlife and Countryside Act set out the legislation to protect certain species.

Housing Quality for Future Occupiers

- 8.10 All of the units as shown would comply with internal dimensions required by the Nationally Described Space Standards.
- 8.11 With regard to the proposed layout of the dwellings the bedrooms would be located above the lounge and reception areas. This is the typical layout for house of this size and design and therefore is acceptable.
- 8.12 With regard to amenity space, the block plan demonstrates that there would be a sufficient amount of grassed lawn area to the side and rear of the dwellings. This is similar arrangement to that of the recent development. It is considered that the amenity space provided is acceptable.

Residential Amenity for Neighbours

- 8.13 In a suburban residential location, a degree of mutual overlooking is to be expected and properties in the area do overlook each other. There would be approximately 19 metres from the proposed dwellings on Plots 13 to 16 proposed dwelling to the nearest houses to the north. The host property and to the south the property at 27 Beech Way would be of sufficient distance to ensure there would mean there is little impact from the proposal.
- 8.14 The property at 19 Abercorn Close would be situated on lower ground than the proposal (in particular Plot 16). However, there would be no habitable room windows at first or primary habitable windows at ground floor. Therefore a condition can be imposed to ensure obscuring glazing to protect privacy. Given the distance from the boundary, this would ensure landscaping could be planting to act as a screen. The siting of the bungalow at no. 19 Abercorn Close would mean there is no direct overlooking from habitable room to habitable room. Whilst the proposed side access would be at a higher level, the layout allows for boundary treatment to prevent overlooking and this is subject to a condition.
- 8.15 The layout and siting of the proposed buildings and the degree of separation between the neighbouring dwellings would be sufficient to ensure there would be no undue impact on the residential amenities of the adjoining occupiers. It is also noted that there

is a similar arrangement between the 2013 and 2016 consented schemes and neighbouring properties.

- 8.16 Given the fact that the access road is only serving seven additional properties, this is acceptable with regards to general noise and disturbance.
- 8.17 Issues regarding construction noise, dust and pollution can be mitigated through the use of a condition requiring a Construction Logistics Plan.

Access and Parking

- 8.18 The application site is located within an area with a PTAL rating of 0 which indicates a poor level of accessibility to public transport links. The development would provide two car parking spaces on the forecourt areas of each plot. Cycle stands would be provided in a secure location to the rear gardens of each house holding 2 cycles. A turning head is proposed and required for refuse and emergency vehicles. This is acceptable.
- 8.19 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.

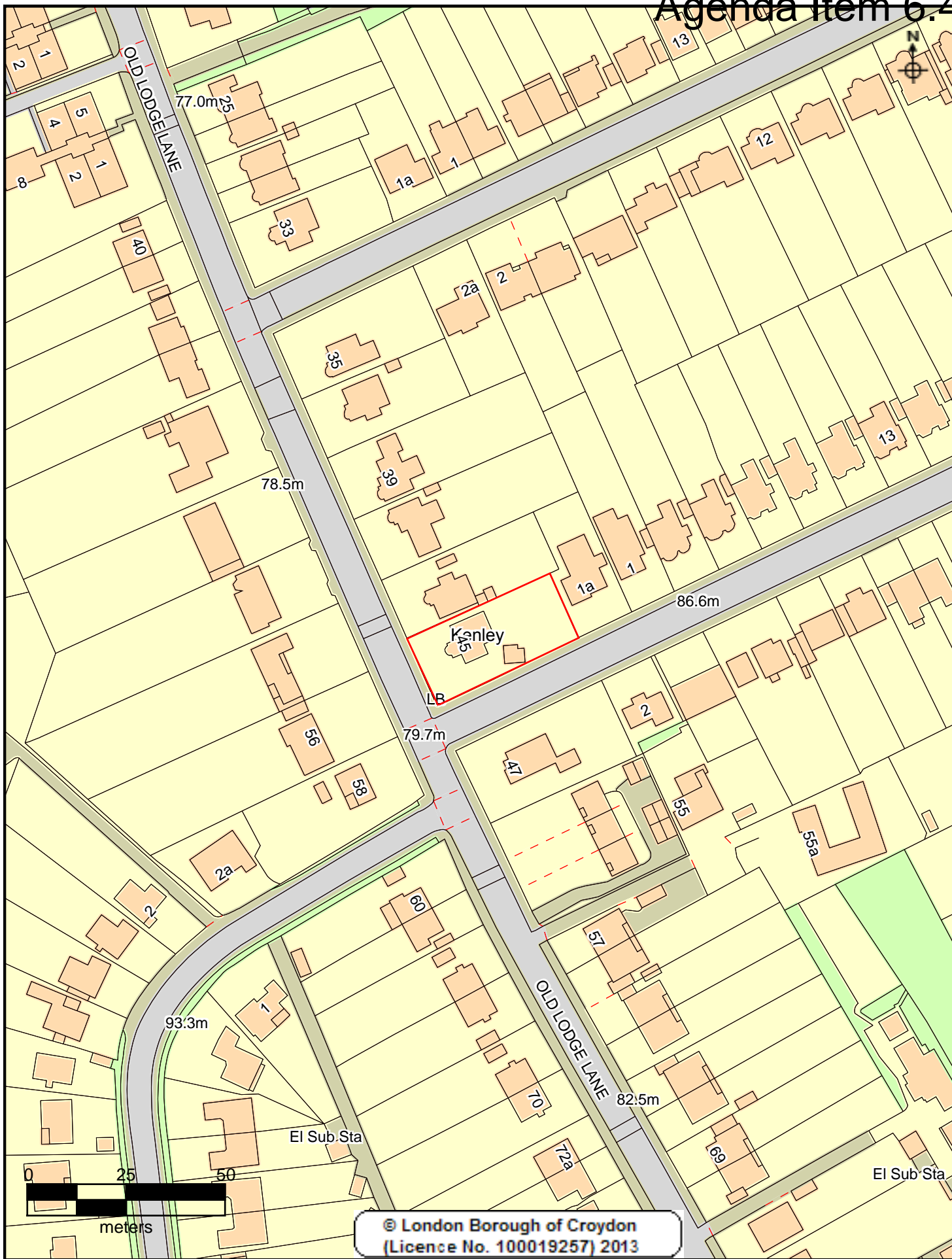
Environment and sustainability

- 8.20 An energy assessment has been provided which demonstrates that the carbon reduction meets policy requirement. Conditions are recommended to ensure this is achieved.
- 8.21 The site lies within a surface water flood and critical damage flood risk area and is sloping. A Flood Risk Assessment has been submitted with the application and states that driveways and patios would have permeable paving and the storm water from the roofs and hardstanding would drain to soakways located on the site. Given the areas for landscaping there are opportunities for SuDS to be located in the communal areas. Officers are satisfied that these details can be dealt with by condition.

Conclusions

- 8.22 The proposal would result in the redevelopment of the site which would provide 7 additional homes. 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.
- 8.23 All other relevant policies and considerations, including equalities, have been taken into account.

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PART 6: Planning Applications for Decision

Item 6.4

1 SUMMARY OF APPLICATION DETAILS

Ref: 17/05104/FUL
 Location: 45 Old Lodge Lane, Purley, CR8 4DL
 Ward: Kenley
 Description: Alterations; Erection of a single/two storey side/rear and roof extensions, including accommodation with roof space. Conversion to form 5 units including associated soft and hard landscaping, cycle parking, refuse/recycling storage and off-street parking.
 Drawing Nos: 99189/A3/01A, 99189/A3/02A, 99189/A3/03A, 99189/A3/04A, 99189/A3/05, 99189/A3/06, 99189/A3/07, 99189/A3/08, 99189/A3/10A (Landscaping Details), 99189/A3/10A (Site Plan), 99189/A3/11A, 99189/A3/12A, 99189/A3/13A, 99189/A3/14A, 99189/A3/15A, 99189/A3/16A, 99189/A3/17A, 99189/A3/18A, 99189/A3/19, 99189/A3/20, 99189/A3/21A, 99189/A3/22A, 17-599-TPP-B, Tree Survey Report – Revision B.
 Applicant: Mr Adegbeyeni
 Agent: Mr Maisuria
 Case Officer: Tim Edwards

	1 bed	2 bed	3 bed
Flats	1 (2 persons)	3 (1x3 person and 2x4 person)	1 (5 person)

Number of car parking spaces	Number of cycle parking spaces
4	9

1.1 This application has been referred to planning committee by Councillor Steve O’Connell, Hartley and District Residents’ Association (HADRA) and due to the number of objections received from members of the public.

2 RECOMMENDATION

- 2.1 That the 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) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2) Materials to match the existing building
- 3) Details of parking arrangements, visibility splays, cycle and refuse store shall be provided, retained and maintained as specified within the application
- 4) The proposal shall only be carried out in accordance with the submitted tree protection plan, tree survey report and that all ground protection/protective fencing is installed prior to any work commencing.
- 5) The proposal shall only be carried out in accordance with the submitted flood risk assessment.
- 6) An updated soft and hard landscaping plan to be provided prior to the occupation of the development.
- 7) Commencement of development within three years of consent being granted
- 8) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of Practice for Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- The erection of a two storey side extension.
- The erection of a single/two storey rear extension.
- Raising part of the existing roof ridgeline.
- The conversion of the dwelling into 5 units to include 1x1 bedroom unit, 3x2 bedroom units and 1x3 bedroom unit.
- Provision of 4 car parking and 9 cycle parking spaces.
- Provision of refuse and recycling stores.
- Provision of hard and soft landscaping.

Site and Surroundings

3.2 The application site lies on the corner of Old Lodge Lane and Burcott Road and is currently occupied by a two storey detached dwelling.

- 3.3 Old Lodge Lane is a local distributor road which is located in a Public Transport Access Levels (PTAL) area rated as 2. There is also an existing bus stop located to the front of site.
- 3.4 The site is designated within an area at risk of flooding from surface water once in every 30 years.

Planning History

- 3.5 On 2nd January 1986, planning permission was granted for the erection of detached garage (LBC Ref 85/02813/P).
- 3.6 At the rear of the site on 8th September 1972, planning permission was granted for a detached bungalow (LBC Ref 72/2547). The detached bungalow was constructed in the rear gardens of 43 and 45 Old Lodge Lane with works having been completed on 14th June 1973. This detached bungalow is known now as 1a Burcott Road and mirrors other similar developments within the surrounding area like 2a Bencombe Road.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of this part of Old Lodge Lane.
- 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 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 neighbourhood notification letters. The number of representations received from neighbours and local groups in response to notification and publicity of the application was as follows:

No of individual responses: 12 Objecting: 12 Supporting: 0
No of group responses: 1 Objecting: 1 Supporting: 0

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:

- Over development
- Over crowding
- Impact upon the amenities of the adjoining occupiers
- Lack of parking provision
- Danger to highway safety
- Loss of trees
- Substandard units for future occupiers
- No mitigation for potential increase in rain water run-off.
- Pressure on local services

6.3 The following matters which are not material to the determination of the application were also raised:

- The proposed development would impact on the property values. [*OFFICER COMMENT: This is not a planning consideration*].

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:

- Requiring good design
- Delivering a wide choice of high quality homes
- Providing a good standard of amenity for existing and future occupants of buildings and land
- Promoting sustainable transport

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 Supplementary Planning Guidance

- 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:

- Principle of development
- Townscape and visual impact
- Housing quality for future occupiers
- Residential amenity for neighbours
- Transport
- Trees
- Flood Risk

Principle of development

8.2 The principle of converting existing single family dwellings into flats is established across the borough and as the original internal floor space of the dwelling is over 130m², the proposed conversion would not result in the loss of a small family

dwelling. It is also worth noting that one of the proposed converted units would be sufficiently sized to provide for a 3 bed 5 person unit, positioned at ground floor level with access to a small rear garden area. The principle of the development is therefore considered acceptable subject to further considerations listed below.

Townscape and visual impact

- 8.3 The proposed demolition of the existing garage is considered acceptable, bearing in mind that this is a later addition and of limited architectural merit. The proposed extensions would be of an appropriate scale considering the generous plot within which the property is situated. There will continue to be acceptable separation from the proposed building and side boundary adjacent to Burcott Road along with an acceptable relationship with 43 Old Lodge Lane, which will not be significantly be altered.
- 8.4 As the proposed roof extensions would not alter the existing highest roof ridge level, the alterations would respect the Old Lodge lane street-scene and would ensure continuity with the established ridge line. The proposed roof dormers would be relatively modest and would comply with the general guidance contained within SPD 2 (which deals with residential extensions).
- 8.5 The proposed proportions and architectural detailing would respect that of the neighbouring buildings. Part of the two storey rear extension would be flat roofed and whilst this is not a common feature of the local area, the form of this extension would allow the existing property to maintain its existing character. The introduction of a pitched or hipped roof form would have resulted in an overly complicated roof scape, which would have detracted from the overall appearance of the property. A flat roofed feature would not overly compete with the design of the existing property and the pitched roof elements of the proposed side extension. Officers are satisfied that the design of the side extension as a whole would be in keeping with the existing property and wider street-scene.
- 8.6 Three of the proposed parking spaces would be significantly screened from the wider street scene by the existing front boundary hedging which would be retained. Although the fourth space would be visible, this would not alter the existing relationship parking has on site with the wider area. The proposal also provides a suitable balance of hard and soft landscaping.
- 8.7 The overall scale, massing and design is considered appropriate in respect of the above policies and is considered to be in keeping with the character and appearance of the surrounding area.

Housing quality for future occupiers

- 8.8 The layout, including the outlook from each unit would be acceptable. There would be a communal amenity area to the rear of the existing garden for the first and second floor flats. Furthermore, the ground floor flats would have access to private amenity space in the form of a rear garden. Adequate provision has been made for communal and private amenity space along with suitable flat and room sizes

which should meet the needs of future residential occupiers and as such would comply with the above policies.

Residential amenity for neighbours

- 8.9 The main properties affected by this development are 43 Old Lodge Lane and 1a Burcott Road. The proposal has been designed to minimise its impact upon 43 Old Lodge Lane with the two storey element of the proposed rear extension set off the boundary by approximately 4.95 metres. There is also boundary fencing in place which minimise any impact upon the amenities of the adjoining occupiers.
- 8.10 In terms of the north-facing dormer, the applicant has agreed to obscure glaze these windows (in order to protect privacy) and to introduce alternative outlook to this proposed bedroom (in the form of a small window, to be installed in the east facing dormer cheek).
- 8.11 In relation to 1a Burcott Road, there would continue be sufficient separation with approximately 15 metres in between the proposed rear elevation and blank flank elevation of this property neighbouring property. These factors, combined with the land levels (which rise from west to east) means that 1a Burcott Road would continue to sit well above the host property.
- 8.12 The proposal will result in an increased number of occupants residing in the extended property. However, considering the property is detached in nature, reasonably separated from the adjoining occupiers with the expectation that the development will be required to comply with building control regulations as regards to sound and noise insulation, overall the proposal would not increase noise/disturbance to an unacceptable level.
- 8.13 Overall, the development is considered to be in accordance with the relevant policies and would not result in harm to the residential amenities of surrounding occupiers.

Transport

- 8.14 The subject site is in an area with a PTAL accessibility rating of 2 (on a scale of 1a - 6b, where 6b is the most accessible) as indicated on maps produced by TfL. Whilst the site has relatively poor levels of access to public transport, the 455 bus route is within close proximity of the development site with Reedham Station located approximately 8 minutes' walk away.
- 8.15 Provision has been made for 4 on-site parking spaces which would provide 1 space per unit, barring the 1 bedroom unit. Even so, the proximity and availability of sustainable transport modes as well as the current capacity for car parking on street strongly suggests that the level of car parking proposed would be acceptable.

- 8.16 The proposed parking space sizes adhere to standards which is considered acceptable. The proposed parking area would permit turning on site, allowing car users to enter and exit in forward gear. The existing entrance and exit would be expanded with improved visibility splays detailed. These details will also be condition accordingly to be in accordance with those provided.
- 8.17 Concerns have been raised by local residents about the safety of this junction with a number of letters referring to recent collisions which have occurred. Examining collision records for the area, it appears that there has been one accident which involved personal injury in the last two years (in 2016). This incident occurred on the corner of Burcott Road and Haydn Avenue when a car collided with the rear of another car. It is therefore not considered that the development would result in significant harm to vehicle or pedestrian safety.
- 8.18 Provision is also made on site for cycle storage which adheres with the London Plan and is located within the private amenity and communal areas.
- 8.19 Refuse collection would be via Burcott Road, with a new access provided which is considered an acceptable arrangement on highway grounds.

Trees and Landscaping

- 8.20 Whilst three trees are proposed to be removed from the site, their loss is not considered significant to the wider street scene. A tree protection plan has been submitted to protect the other trees on site and especially the mature street trees which can be controlled through the use of planning conditions. An updated landscaping plan has also been submitted during the course of the application which has provided further clarity on the soft and hard landscaping. The plans also detail that two silver birch trees will be planted within the rear garden which is considered a welcome introduction.

Flood Risk

- 8.21 The site lies within an area at risk of surface water once in every 30 years flooding. The submitted Flood Risk Assessment specifies mitigation and options which can be controlled by condition.

Pressure on Local Services

- 8.22 Representations have raised concerns that the development would put pressure on local services. As part of the planning process, certain types of development are liable for a Community Infrastructure Levy which is charged against new floor space. This development would be liable for CIL payments for the Council's CIL and Mayoral CIL. The payment would contribute to maintaining local services such as education facilities, health care facilities, public open space, sports and leisure and community facilities as well as transport links through the Mayoral CIL.

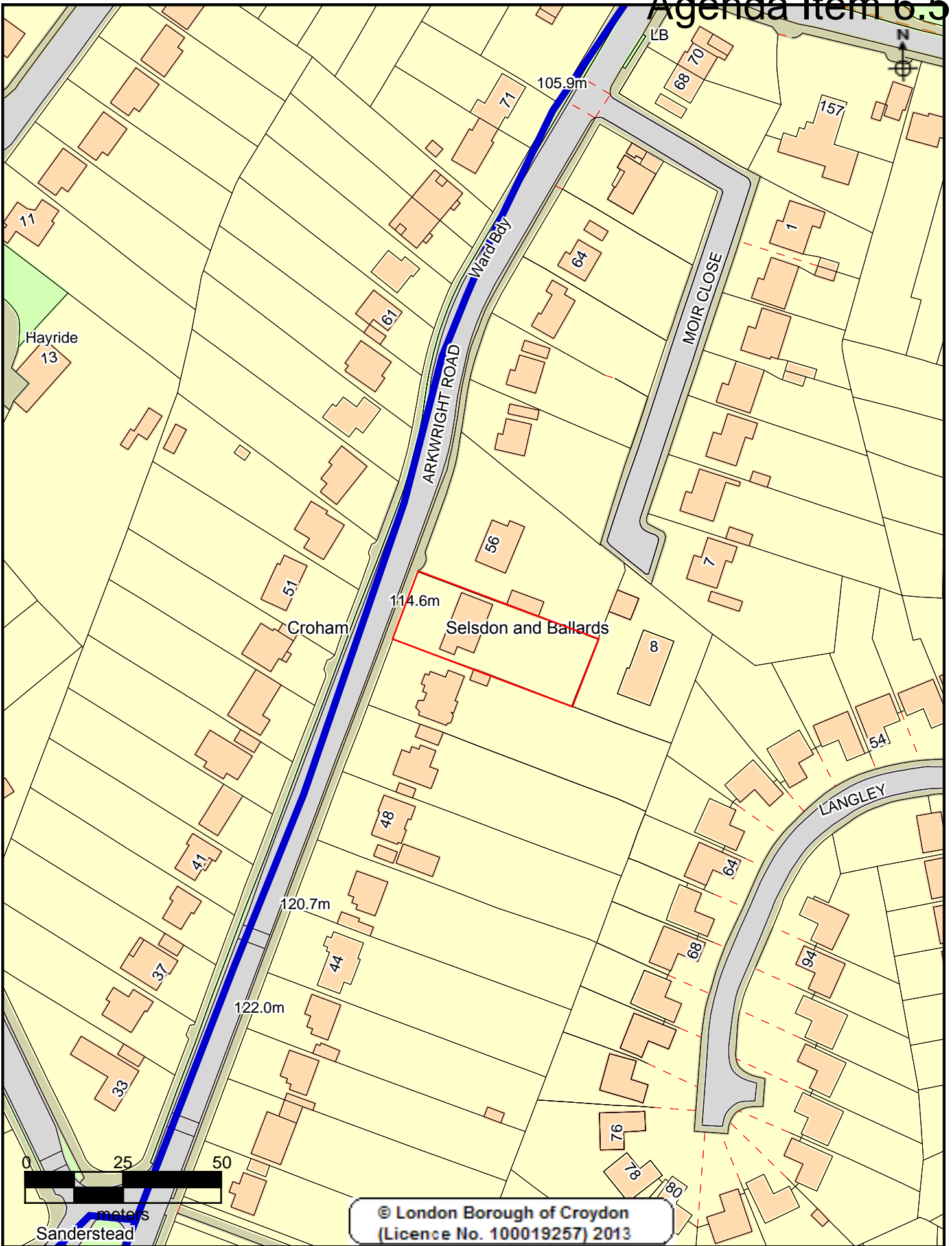
Conclusions

- 8.23 The proposal would result in the redevelopment of the site which would provide 4 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.

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

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PLANNING COMMITTEE AGENDA

18th December 2017

PART 6: Planning Applications for Decision

Item **6.5**

1. APPLICATION DETAILS

Ref: 17/03916/FUL
Location: 54 Arkwright Road, South Croydon, CR2 0LL
Ward: Selsdon and Ballards
Description: Demolition of existing building, erection of two/three storey building with accommodation in roof space comprising 6 x two bedroom and 1 x three bedroom flats, formation of vehicular access and provision of 7 parking spaces, cycle and refuse storage and landscaping
Drawing Nos: BX22-S1-101B, BX22-S1-102, BX22-S1-103B, BX22-S1-104B, BX22-S1-105C, BX22-S1-106C, BX22-S1-107A, BX22-S1-108, BS5837 Arboricultural Report and Impact Assessment, Flood Risk and Surface Water Assessment Rev0
Applicant: Mr Rafael Porzycki (Aventier Ltd)
Case Officer: Louise Tucker

	Studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	0	6 (3 person)	1 (4 person)	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
7	14

- 1.1 This application is being reported to committee because the ward councillor (Cllr Dudley Mead) made representations in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2 RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issues the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- (1) In accordance with approval drawings

- (2) Tree protection measures stated in Arboricultural Method Statement/Tree Protection Plan to be installed prior to any demolition/construction works
- (3) Materials to be submitted for approval
- (4) No additional windows to be inserted in either of the flank elevations other than as specified
- (5) Windows to be obscurely glazed and retained as such where specified
- (6) Details to be provided –
 - Hard and soft landscaping – including species/size
 - Boundary treatment – including private amenity space enclosures and retaining walls
 - Disabled parking
 - Electric vehicle charging points
 - Details of roof lights
 - Visibility splays
 - Finished floor levels including building, communal garden areas, refuse and cycle storage and car parking area
- (7) Demolition and construction method statement
- (8) In accordance with recommendations of SUDs assessment; Submission and approved of Sustainable Drainage Strategy for the site/development
- (9) 19% reduction in carbon emissions
- (10) 110 litre water consumption target
- (11) Parking to be provided before the buildings are occupied
- (12) Three year commencement
- (13) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of Practice regarding small construction sites
- 3) Demolition and construction method statement – link to guidance document
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 Full planning permission is sought for:

- Demolition of the existing dwelling
- Erection of a building comprising 7 flats (6 x two bedroom, 1 x three bedroom units)
- The proposed building footprint would be a maximum of 13.5m in width and 16m in depth (including the front and rear gables), and would be 8.3m in height

- An existing vehicular access would be utilised with modifications
 - Front parking area providing 7 off-street parking spaces (one for each unit)
 - 14 cycle parking spaces and refuse store
- 3.2 An amended plan has been received confirming the distance from the main flank wall to the northern boundary is 2.65m and the distance to the southern boundary is 1.85m.

Site and Surroundings

- 3.3 The application site is located on the eastern side of Arkwright Road, and is currently occupied by a bungalow with accommodation in the roofspace which has previously been extended. Land levels rise from south to north, and gently from west to east.
- 3.4 Arkwright Road is a residential road which is varied in character, made up of a mix of single/two storey properties in relatively generous plots, with good spacing. Part of the site falls within a surface water flood risk area.

Planning History

- 3.5 None relevant to this application

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate and would not adversely impact the appearance of the streetscene.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The impact upon highway safety and efficiency is considered acceptable and can be controlled through a condition.
- Sustainability aspects can be controlled by condition

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

6.1 Five letters of representation were sent to adjoining occupiers to advertise the application. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 150 Objecting: 149 Supporting: 1

6.2 The following issues were raised in representations that are material to the determination of the application and are addressed in substance in the next section of this report:

- Overdevelopment of the site
- Loss of existing building unjustified
- Out of character with the area in terms of use as flats and appearance and design of building
- Increased density
- Impact on highway safety
- Inadequate parking provision
- Harm to residential amenities – loss of light, outlook, privacy, additional noise and disturbance from flats
- Inadequate safety and security
- Dominance of hardstanding in the front garden
- Construction noise and disturbance to surrounding properties
- Increased flood risk
- Impact on groundwater and drainage
- Inadequate refuse storage
- Local infrastructure will not cope with additional residents
- Boundary treatments not clear
- Inadequate access to amenity space
- Poor living conditions
- Impact on trees
- Loss of wildlife

6.3 Ward Councillor Dudley Mead has made the following objection to the scheme:

- Overdevelopment of the site
- Out of keeping with the streetscene

6.4 A letter of support has been received suggesting:

- Beneficial for new more affordable units to be built in this area
- In keeping with existing houses

6.5 The following issues were raised in representations that are not material to the determination of the application but are addressed below:

- No affordable housing provided [OFFICER COMMENT: The development is for 7 flats and is a minor application, and therefore there is no policy requirement to provide affordable housing as part of the scheme]
- Development only for financial gain and greed of developer, tax evasion [OFFICER COMMENT: This is not a material planning consideration]
- Development will devalue neighbouring properties [OFFICER COMMENT: This is not a material planning consideration]
- Risk of ground disturbance/subsidence [OFFICER COMMENT: This is not a material planning consideration and is dealt with through Building Regulations]
- Impact of excavation [OFFICER COMMENT: This is not a material planning consideration]
- Extensions applied for elsewhere in the road have been refused due to impact on character and neighbouring properties [OFFICER COMMENT: Each application is considered on its own merits]
- Land covenants preventing flats being built in Arkwright Road [OFFICER COMMENT: This is a civil matter and not a material planning consideration]
- Loss of view [OFFICER COMMENT: This is not a material planning consideration]
- There are inaccuracies in the submitted design and access statement [OFFICER COMMENT: This is noted; consideration of the application by officers is informed by a number of methods including a site visit, mapping systems, scrutiny of policies etc. not solely from the design and access statement which is not an approved document]

6.6 The following procedural issues were raised in representations, which are addressed below:

- Inadequate information submitted to determine the application [OFFICER COMMENT: The application is valid and a decision can be made on the basis of the information that has been provided; conditions suggested to secure additional details are detailed above]

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:

7.4 Consolidated London Plan 2015

- 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
- 7.8 Conservation of archaeological interest
- 7.21 Woodlands and trees

7.5 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
- 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 & SP8.7 Sustainable travel choice

- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.6 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
- 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

7.7 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.8 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) was approved by Full Council on 5th December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3rd 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 29th August – 10th October 2017.

7.9 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 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.

8 MATERIAL PLANNING CONSIDERATIONS

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

- 1) The principle of development

- 2) The design and appearance of the development and its effect upon the character and appearance of the area
- 3) The impact of the development upon the residential amenities of the adjoining occupiers
- 4) The living conditions of future occupiers
- 5) Parking and highways
- 6) Trees and landscaping
- 7) Other planning matters

Principle of development

- 8.2 There would not be an objection to the provision of flats on the site in principle, given this is an established residential area. There would be no loss of protected uses, and the existing dwelling is not subject to any statutory protection. The scheme would introduce predominantly two bedroom family sized units (with one three bed family unit), which is welcomed. Therefore the principle of development is acceptable. Detailed consideration of the other material planning considerations is given below.

The impact on the character and appearance of the area

- 8.3 Whilst Arkwright Road is varied in terms of residential character, the two properties immediately neighbouring the site are bungalows with accommodation in the roofspace, incorporating chalet style roofs and low level eaves. The development seeks to reflect this traditional form and character, with a chalet style barn hipped roof with a front bay and dormer. Land levels fall from south to north which the height and form of the building would respect, where the height and eaves level would step down towards the north as in the existing relationship between the buildings. Adequate spacing would be retained to either side boundary, with the building line respecting that seen on this side of Arkwright Road. The elevations have been articulated with material differentiation and detailing, with the inclusion of windows (which would be obscurely glazed) on the side elevations to break up the massing of the flank walls. The building would be larger in depth than the existing dwelling, but in the context of the wider area which is generally made up of larger detached dwellings in more generous plots this would not be out of character. This element of the development is considered to be acceptable.
- 8.4 An area of hardstanding would be provided at the front for a parking area. The front of the existing site is covered by a similar amount of hard surface, as are a number of other properties in Arkwright Road. With the soft landscaping proposed (full details of which would be secured by condition), it is not considered the frontage would have a harmful impact on the streetscene.
- 8.5 Part of the development involves the creation of basement level accommodation, requiring some excavation. It is recommended a planning condition be imposed in relation to finished floor levels for the main building, communal garden areas and

car parking surface, along with details of any retaining walls as part of a boundary treatment condition.

- 8.6 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1a and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be marginally in excess of this range at 257 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed, the London Plan provides sufficient flexibility for such higher density schemes to be supported.
- 8.7 Overall with conditions, it is not considered the development would have an acceptable impact on the character and appearance of the area, in accordance with relevant policies.

The residential amenities of the adjoining occupiers

- 8.8 The building would be set in by approximately 2.65m from the northern boundary with no.56. This neighbouring property is on a lower land level but is set away from the boundary, and there is a garage and mature planting along the shared boundary. Given their positioning and relationship to the building, the light and outlook of the nearest rear windows would not be unduly harmed through the construction of the building. There are ground and first floor side facing windows to no.56, but according to the planning history these are all secondary windows serving dual aspect rooms. Whilst the proposed development would be slightly higher than the existing building, the development would respect the existing land levels with a similar half hip roof form pitching away from the boundary. Side facing windows would be obscurely glazed, to ensure no harmful side views into the neighbouring site. With conditions, it is considered the impact on the residential amenities of no. 56 would be acceptable.
- 8.9 The building would be approximately 1.85m from the southern boundary with no. 52. This property is on a higher land level and also benefits from separation to the shared boundary. There is a single storey garage along the boundary. According to the planning history, the side and rear facing windows are secondary and/or non-habitable room windows. A 45 degree line from the nearest rear window position has been shown on the plans, showing the building would not encroach on this line. The chalet style roof pitches back at the front reducing the visual impact further on the side. As with the opposite side of the building, the flank windows proposed would be obscurely glazed to retain neighbouring privacy. It is considered the impact on the residential amenities of no.52 would be acceptable.

- 8.10 The new building would be around 22m from the rear boundary with no.8 Moir Close. Soft landscaping would be installed along the boundary. This is considered sufficient to ensure there would not be any harm caused through overlooking, particularly as the rear wall of no.8 is set off the rear boundary. The development would be substantially distanced from other properties in Moir Close and Ridge Langley to ensure there would not be harmful overlooking.
- 8.11 Rear first floor terraces have been incorporated to provide amenity space for two of the units. These have been designed to ensure no side views into neighbouring gardens would be possible, and would have a similar relationship with neighbouring properties as rear high level windows. It is considered this would adequately retain the privacy of adjoining occupiers.
- 8.12 The scheme would provide an additional 6 units on the site. The site is within an established residential location and the building is replacing a detached dwelling. The units could all reasonably be occupied by families, as two/three bedroom units. It is not considered the provision of flats on the site would result in additional material harm through noise and disturbance to neighbouring occupiers which would be sufficient to refuse planning permission.

Living conditions of future occupiers

- 8.13 The Nationally Described Space Standards (NDSS) provide minimum technical requirements for new dwellings, including minimum space standards for proposed dwellings. With regard to amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1 person dwellings, increasing by 1m² per occupant and Croydon Plan Policy UD8 requires development proposals to provide residential amenity space that is considered as an integral part of the design of the overall development concept.
- 8.14 Six of the proposed flats would be two bedroom three person units, with one three bedroom four person unit on the ground/lower ground floor level. All units would comply with the minimum GIA requirements for units of this size stipulated in the Nationally Described Space Standards (NDSS) (2015). The largest three bedroom unit would be provided across two floors (ground/lower ground floor) with a generous private garden which would be beneficial for a family. The lower ground floor level (serving two duplex flats) would be single aspect at a sunken level from the existing ground level, but given the windows would be south east facing with the land graded, this is considered acceptable. The internal layouts are acceptable with adequate room sizes.
- 8.15 Units 1, 2 and 3 would benefit from a private garden, and units 5 and 6 would have rear balconies off the living areas. The two remaining units would have access to the communal rear garden, which is shown to be divided into different sections to allow uses of the garden by multiple occupiers. Full details of this will be secured by condition. This arrangement is considered acceptable given the likely impact on

the privacy of neighbouring properties through the addition of more external balconies. The development is considered acceptable in terms of living conditions of future occupiers.

- 8.16 In terms of accessibility, level access would be provided to the ground floor entrances and the units are generously sized to allow adaptations if necessary. One of the spaces is capable for provision as a disabled car parking space. This can be dealt with by condition.

Parking and highways

- 8.17 The site is located within an area with a PTAL rating of 1a which indicates a poor level of accessibility to public transport links. 7 parking spaces (1 per unit) would be provided in a parking area at the front of the site, which would accord with the maximum car parking standards described in Appendix 2 of the Croydon UDP, and considering the poor PTAL rating this provision is considered acceptable. The site is also within walking distance of bus stops along Upper Selsdon Road. There is a large existing area of hardstanding on the frontage whilst the new parking layout, with the additional spaces, will allow for ample planting and communal amenity space to reflect the site's existing character.
- 8.18 There is an existing vehicular access to the site, which would be utilised and slightly modified to allow adequate visibility splays to be achieved (to be secured by condition). The use of the flats would result in an intensification of the access, but as the location of the access is as existing and is in accordance with standard highway requirements, the situation is considered acceptable. Acceptable turning space has been supplied to allow vehicles to manoeuvre within the site and exit in a forward gear which would ensure the safety and efficiency of the highway.
- 8.19 A condition is recommended to secure the submission of a demolition/construction logistics plan to ensure this is compliant with requirements.
- 8.20 14 cycle parking spaces and refuse storage for residents have been provided in integrated stores accessed down the side of the property in accordance with London Plan standards, to encourage use of sustainable transport methods and to provide an acceptable standard of development.

Trees

- 8.21 The site is not covered by a Tree Preservation Order. There are some small trees and shrubs on the site and an arboricultural report has been submitted with the application. There is a street tree to the front of the site near the access, however given the existing siting of the access it is not considered there would be harm caused to this tree. A condition will secure full details of a landscaping scheme including replacement planting, and also to ensure the development is carried out in accordance with the requirements of the submitted arboricultural assessment.

Other planning issues

- 8.22 The refuse store would be integrated into the building with a separate side entrance. This would be in accordance with policy and is acceptable.
- 8.23 It is recommended that a planning condition be imposed requiring a 19% reduction in CO2 emissions to be achieved and a target of 110 litres of water consumption per flat.
- 8.24 Representations have raised concern about the noise and disturbance caused by construction of the development, however this would be of a temporary nature. A planning informative is recommended to advise the applicant to follow the Council's "Code of Practice on the Control of Noise and Pollution from Construction Sites". A condition will further ensure the submission of a Construction Logistics Plan and Method Statement.
- 8.25 A condition is recommended to ensure the development is carried out in accordance with the submitted Surface Water and SUDs assessment, including the use of flood resilient building materials and fittings, provision of water butts, permeable paving and infiltration tests to be carried out which can form a drainage strategy. This would make the development acceptable in terms of flood risk, given the site lies adjacent to an area at risk of surface water flooding.

Conclusions

- 8.26 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.27 All other relevant policies and considerations, including equalities, have been taken into account.

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