

Planning Committee Agenda



To: Councillor Paul Scott (Chair)
Councillor Muhammad Ali (Vice-Chair)
Councillors Chris Clark, Felicity Flynn, Clive Fraser, Toni Letts, Jason Perry,
Scott Roche, Gareth Streeter and Oni Oviri

Reserve Members: Joy Prince, Nina Degrad, Niroshan Sirisena,
Maggie Mansell, Sherwan Chowdhury, Stephen Mann, Yvette Hopley,
Stuart Millson, Ian Parker and Simon Brew

A meeting of the **Planning Committee** which you are hereby summoned to attend,
will be held on **Thursday, 21 June 2018** at **6.30pm** 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

Michelle Gerning
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www.croydon.gov.uk/meetings
Wednesday, 13 June 2018

Members of the public are welcome to attend this meeting. If you require any
assistance, please contact the person detailed above, on the right-hand side.
To register a request to speak, please either e-mail
Democratic.Services@croydon.gov.uk or phone the number above 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

To approve the minutes of the meeting held on 7 June 2018 as an accurate record.

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

5. Development presentations (Pages 7 - 8)

To receive the following presentations on a proposed development:

There are none.

6. Planning applications for decision (Pages 9 - 12)

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

6.1 17/04657/FUL White Lodge, 126 Foxley Lane, Purley, CR8 3NE (Pages 13 - 26)

Demolition of existing buildings and erection of a three storey building comprising 21 special care residential units and provision of associated parking.

Ward: Purley

Recommendation: Grant permission

6.2 18/00588/FUL 4 Rectory Park, South Croydon, CR2 9JL (Pages 27 - 38)

Demolition of existing building: erection of a two storey building with accommodation in roofspace comprising 3 two bedroom, 2 one bedroom and 2 three bedroom flats; formation of vehicular access onto Borrowdale Drive and provision of associated parking spaces, cycle storage and refuse store.

Ward: Sanderstead

Recommendation: Grant permission

6.3 18/00831/FUL Queens Hotel, 122 Church Road, London, SE19 2UG (Pages 39 - 74)

The demolition of existing buildings to the centre and rear of the site and existing extensions to the roof; the construction of a new spine building, an extension to the south-west facing elevation of the existing locally listed building, a single storey extension to the restaurant and five subterranean levels which provide parking, hotel bedrooms, ancillary leisure facilities and servicing space, to create a total of 495 hotel rooms and 207 vehicle parking spaces; the re-cladding of the 1970's extension, provision of enhanced landscaping across the site including 5 coach parking spaces to the front and the adaptation of existing entrance to the hotel including the formation of a new access to facilitate one-way working within the hotel forecourt area.

Ward: Crystal Palace and Upper Norwood

Recommendation: Grant permission

**6.4 18/01263/FUL St James Hall, Little Roke Avenue, Kenley
CR8 5NJ (Pages 75 - 86)**

Partial Demolition of existing building and erection of single/two storey extensions to provide a terrace of 2 no. 3 bed 4-person houses and 4 no. 2 bed 3-person houses with private amenity space and 5 no. shared car parking spaces.

Ward: Kenley
Recommendation: Grant permission

**6.5 18/01344/FUL 59 Addington Road, South Croydon, CR2
8RD (Pages 87 - 100)**

Demolition of the existing building, erection of a replacement two storey plus roof level building to accommodate 7 new self-contained (C3) residential flats with associated landscaping, terraces, car parking, refuse and cycle stores.

Ward: Selsdon and Addington Village Ward
Recommendation: Grant permission

**6.6 18/01353/FUL 114 Addiscombe Road CR0 5PQ (Pages 101 -
116)**

Demolition of existing buildings: erection of a building to provide 9 flats (1x1 bedroom, 5x2 bedroom and 3x3 bedroom flats): provision of associated parking and bike storage.

Ward: Park Hill and Whitgift
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 (Pages 117 - 118)

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."

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Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 7 June 2018 at 5.30pm in Council Chamber, Town Hall, Katharine Street, Croydon, CR0 1NX

This meeting was Webcast – and is available to view via the Council's Web Site

MINUTES

- Present:** Councillor Paul Scott (Chair);
Councillor Muhammad Ali (Vice-Chair);
Councillors Chris Clark, Felicity Flynn, Clive Fraser, Toni Letts, Jason Perry, Scott Roche and Gareth Streeter
- Also Present:** Councillor Robert Canning, Steve O'Connell, Karen Jewitt, Vidhi Mohan, Michael Neal, Badsha Quadir,
- Apologies:** Councillor Oni Orivi

PART A

1/18 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on 19 April and 23 May 2018 be signed as a correct record.

2/18 **Disclosure of Interest**

Councillor Hopely disclosed her interest in relation to agenda item 6.1 - Tudor House, as she is the Dementia Champion on the Health and Wellbeing Board and therefore abstaining in the discussion.

3/18 **Urgent Business (if any)**

There was none.

4/18 **Development presentations**

5/18 **5.1 17/03978/PRE 233 High Street, Croydon**

Demolition of existing buildings, erection of 3 residential (C3) blocks comprising approximately 300 homes, and a 2-storey building for retail (A1) and restaurant/café (A3) use, with new public realm and associated works.

Ward: Fairfield

Representatives of the applicant attended to give a presentation to the Members' as questions and issues were raised for discussion with further consideration prior to their submission of a planning application.

The main issues raised during the meeting were as follows:

- Affordable Housing – site needs to deliver a high quantity of affordable housing and needs to get to 35% - other scheme on the agenda for decision delivering 50% so why any different here?
- Neighbourhood Garden – The Committee welcomed the idea of the neighbourhood garden, but need to be clear on who can access (applicant confirmed by everyone) and how it is managed.
- Daylight/Sunlight – the future occupiers and public spaces in particular need to work from a daylight and sunlight perspective.
- Tall Building – limited additional heritage harm from views presented – support for the taller scheme, subject to uplift in affordable housing.
- Slenderness and Podium – some concern raised about blocky nature of the two towers. The applicant should explore more slender/articulated towers and a more contextual scale podium.
- Block C – could be extended as a larger element, although some concern over impact on Edridge Road residents, particularly from the external protruding balconies.
- Public Realm on the corner of Mason's Avenue and High Street - challenged why not part of the scheme.
- Relationship to Grosvenor Car Park – keen to understand what discussions have taken place and to make sure Block B works.
- Residential Quality and Mix – need to ensure scheme delivers compliant family unit provisions. Questioned use of balconies and cross-ventilations of single aspect units.
- Parking – need to make provision for electric vehicle charging point, blue badge and cycle parking within the existing basement.
- Extension to Restaurant Quarter – general support
- Retail Units – suggested engagement with local people.

6/18 **Planning applications for decision**

The Chair spoke to the Committee for the items to be heard in the following order: 6.4, 6.3, 6.5, 6.2 and 6.1.

7/18 **6.1 17/04437/FUL Land to rear of Tudor House, 2-4 Birdhurst Road, South Croydon, CR2 7EA**

At 10:19pm Cllr Hopley left the meeting following her disclosure of interest.

Demolition of residential buildings (Class C3); erection of two blocks at the rear of 4 Birdhurst Road (Tudor House) to provide an additional 53-55 bed care home accommodation with alterations to ground levels, additional parking and landscaping with access from Birdhurst Road and Coombe Road.

Ward: South Croydon

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Natalia Lagos spoke against the application.

Mr Alan Bateman spoke in support of the application.

Councillor Perry proposed a motion for **REFUSAL** of the application due to overdevelopment that will cause loss of community, detriment impact on highways and parking. Councillor Roche seconded the motion.

Councillor Clark proposed a motion for **APPROVAL** of the application and Councillor Scott seconded the motion.

The motion of refusal was put forward to the vote and fell with three Members voting in favour and six against.

The motion of approval was put forward to the vote and was carried with six Members voting in favour and three against.

The Committee therefore **RESOLVED** to **GRANT** the application of the development of Land to rear of Tudor House, 2-4 Birdhurst Road, South Croydon, CR2 7EA.

8/18 **6.2 17/04743/FUL 26 Hilltop Road, Whyteleafe, CR3 0DD**

Demolition of existing building: erection of a pair of two/three storey semi-detached houses with accommodation in roof-space at rear fronting Marlings Close, formation of vehicular accesses and provision of associated parking, cycle and refuse storage.

Ward: Kenley

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Mr Phil Wright spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application and Councillor Letts seconded the motion.

The motion was put to the vote and was carried with all ten Members unanimously voting in favour.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 26 Hilltop Road, Whyteleafe, CR3 0DD.

9/18

6.3 17/06318/FUL Wandle Road Car Park, Wandle Road, Croydon CR0 1DX

Redevelopment of part of site to provide part 5, 22 and 25-storey mixed used building, incorporating 128 residential units (Class C3) in addition to flexible commercial floor space (Class A1/A3/B1/D2) on lower levels, as well as new vehicular access, residential car parking spaces, new public realm including shared pedestrian and cycle access through the site.

Ward: Fairfield

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

*At 7:23pm the Planning Committee was adjourned as a result of a fire alarm.
At 8:41pm the Planning Committee reconvened.*

Mr Chris Gascoigne DP9 (agent) and Mr Luke Tozer – Pitman Tozer (architect) spoke in support of the application.

Councillor Scott proposed a motion for **APPROVAL** of the application. Councillor Clark seconded the motion.

The motion was put to the vote and was carried with all ten Members unanimously voting in favour.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of Wandle Road Car Park, Wandle Road, Croydon CR0 1DX.

10/18

6.4 18/01019/FUL 25 Monahan Avenue, Purley, CR8 3BB

Demolition of the existing building. Erection of 2 storey building with part basement and accommodation in the roof space comprising 1 x one bedroom, 5 x two bedroom and 2 x three bedroom flats and provision of cycle and refuse stores. Erection of detached 2 storey, 4 bedroom dwelling, with new crossover.

Provision of associated parking and landscaping.

Ward: Purley and Woodcote

Details of the planning application was presented by the officers with no clarifications.

Steve Bauer spoke against the application.

Mr Ciccone (agent) spoke in support of the application.

Councillor Quadir, Ward Councillor spoke against the application.

Councillor Perry proposed a motion for **REFUSAL** on grounds of over development and impact on the neighbouring properties. Councillor Hopley seconded the motion.

Councillor Scott proposed a motion for **APPROVAL**. Councillor Clark seconded the motion.

The motion for refusal was put forward to the vote and fell with four Members voting in favour and six against.

The motion for approval was put forward to the vote and was carried with six Members voting in favour and four against.

The Committee thus **RESOLVED** to **GRANT** the application for the development of 25 Monahan Avenue, Purley, CR8 3BB.

11/18

6.5 18/01213/FUL The Welcome Inn Public House, 300 Parchmore Road, CR7 8HB

At 9:14pm, the Planning Committee adjourned for a short break.

At 9:21pm, the Planning Committee meeting reconvened.

Alterations including construction of single storey addition to the rear outbuilding and partial demolition of single storey rear extension to existing pub in connection with the retention of the A4 public house use at the basement and ground floor levels, and conversion of the upper floors to provide 4 X 1bed flats and conversion of the rear out building to provide a 1 bedroom maisonette cottage.

Ward: Thornton Heath

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Mr Donald Dempsey and Mr Jeremy Butterworth spoke against the application.

Dinny Shaw (agent) spoke in support of the application.

Councillor Perry proposed a motion to **DEFER** the application for a site visit. Councillor Fraser seconded the motion.

Councillor Scott proposed a motion for **APPROVAL** of the application. Councillor Ali seconded the motion.

The motion for deferral was put forward to the vote and was carried with seven Members voting in favour and three against. The motion for approval therefore fell.

The Committee thus **RESOLVED** to **DEFER** the application for the development of The Welcome Inn Public House, 300 Parchmore Road, CR7 8HB to conduct a site visit.

12/18 **Items referred by Planning Sub-Committee**

There were none.

13/18 **Other planning matters**

There were none.

The meeting ended at 10.52 pm

Signed:

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Date:

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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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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 or Resident Association 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 and Strategic Transport 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 (consolidated with Alterations since 2011)
 - the Croydon Local Plan (February 2018)
 - 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.

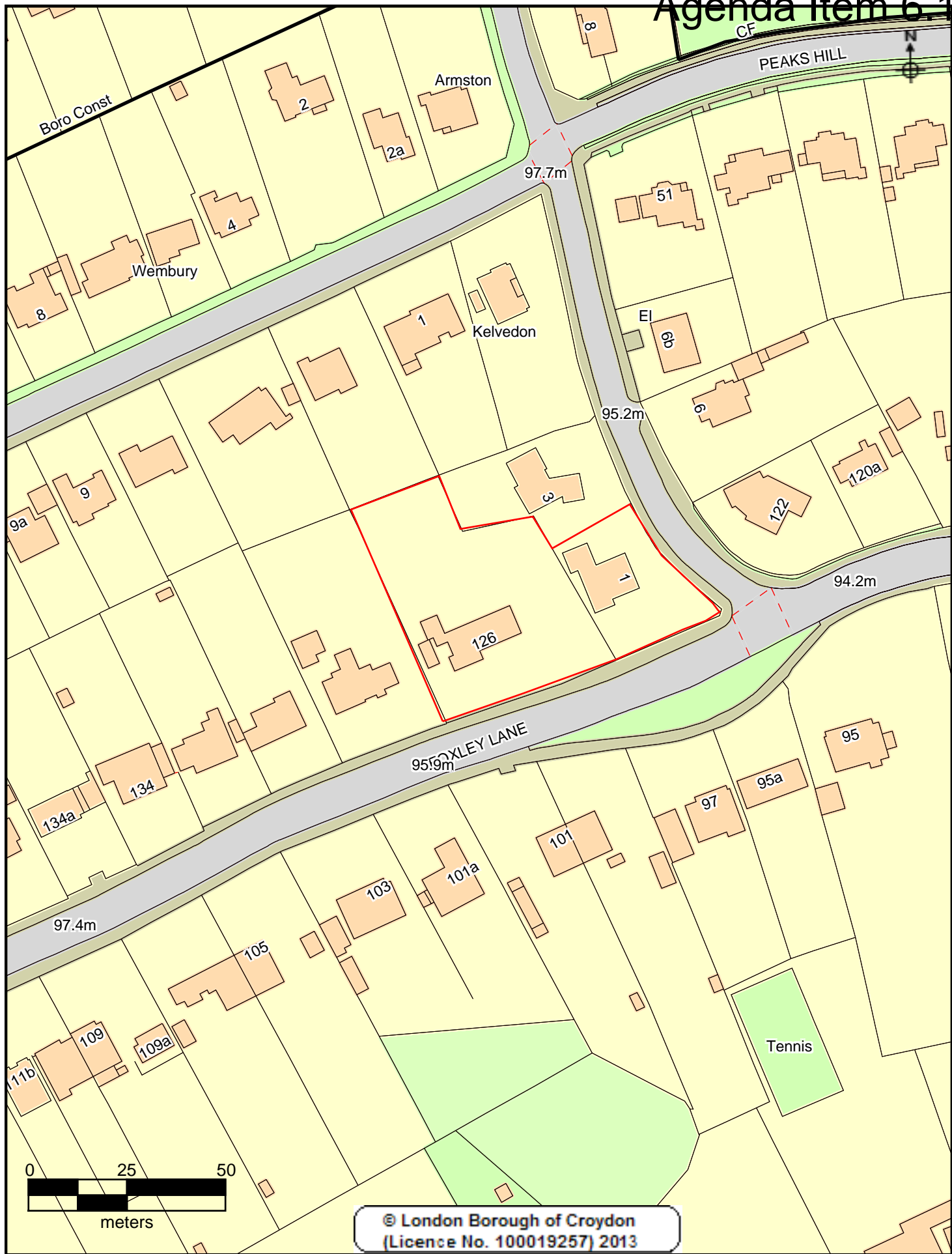
8. BACKGROUND DOCUMENTS

- 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 APPLICATION DETAILS

Ref: 17/04657/FUL
Location: White Lodge, 126 Foxley Lane, Purley, CR8 3NE
Ward: Purley
Description: Demolition of existing buildings and erection of a three storey building comprising 21 special care residential units and provision of associated parking
Drawing Nos: 1103-01, 1103-02, 1103-03, 1103-04, 1103-05, 1103-10, 1103-11, 1103-12, 1103-13, 1103-14, 1103-15, 1103-16, 1103-17
Agent: Ian Davis of Lytle Associates Architects
Case Officer: Georgina Betts

- 1.1 This application is being reported to Committee because the Ward Councillor (Badsha Quadir) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following
- a) Local Employment and Training contributions
 - b) Air quality
 - c) Provision of a car club
 - d) And any other planning obligations considered necessary
- 2.2 That the Director of Planning is delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) The development shall only be used for neurological care
- 3) Flood mitigation measures
- 4) Submission of Construction Logistics Plan
- 5) Submission of a delivery and servicing plan
- 6) Submission of a travel plan
- 7) If contamination is found during constructions works must cease and further details submitted to the LPA
- 8) Submission of a noise assessment

- 9) Submission of a low emission strategy
- 10) Submission of air handling, plant and machinery details
- 11) The development must achieve 35% reduction in Carbon Dioxide emission
- 12) The development must achieve BREEAM Excellent
- 13) In accordance with the Arboricultural Report
- 14) Prior to the occupation the (1) security lighting (2) any boundary walls and fences or other means of enclosing the site (3) finished floor levels of the building in relation to existing and proposed site levels (4) electric vehicle and cycle charging points (5) parking including disabled persons' spaces (6) turning areas (9) bin and cycle stores (10) pedestrian visibility splays shall be submitted for approval
- 15) Hard and soft landscaping to be submitted
- 16) Samples of external facing materials to be submitted
- 17) Restrictions on windows in the south-western elevation
- 18) Commence within 3 years of the date of the permission
- 19) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Site notice removal
- 2) Granted subject to a Section 106 Agreement
- 3) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 4) Ventilation Guidance Not published by Environmental Health
- 5) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

- 2.4 That, if by 21st September 2018 the legal agreement has not been completed, the Director of Planning is delegated authority to refuse planning permission.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for the:
- Demolition of 126 Foxley Lane and 1 Woodcote Drive;
 - Erection of a three storey building comprising 21 special care residential units for individuals requiring neurological care;
 - Provision of associated parking, refuse and cycle stores;
 - Associated hard and soft landscaping works.

Site and Surroundings

- 3.2 The application site lies on the northern side of Foxley Lane and is currently occupied by two detached properties being 126 Foxley Lane and 1 Woodcote Drive.
- 3.3 1 Woodcote Drive is a single occupancy residential property while 126 Foxley Lane is in use as a care home for individuals with learning disabilities.

- 3.4 The surrounding area is residential in character comprising of large detached properties within generous plots. Each building varies in design but all are of a traditional two storey scale and mass. Foxley Lane and Woodcote Drive benefit from a large quantity of established soft landscaping resulting in a sylvan and verdant setting to the Webb Estate Conservation Area which is sited further south.
- 3.5 Foxley Lane is classified by the Croydon Plan as a London Distributor Road.
- 3.6 The site lies within an area at risk of surface water and critical drainage flooding as identified by the Croydon Flood Maps.
- 3.7 The site is also subject to two formal Tree Preservation Order (TPO No's: 3, 2001 & 28, 1989)

Planning History

- 3.8 87/00443/P – Use as nursing home for the elderly; erection of single storey side extension and provision of 4 parking spaces [Approved]
- 3.9 88/02662/P - Use as nursing home for the elderly; erection of 2 two storey side/single storey rear extensions; erection of conservatory; provision of five parking spaces. [Approved]
- 3.10 90/00369/P – Erection of two storey building for use as nursing home; provision of 5 parking spaces [Approved]
- 3.11 00/00454/P – Erection of detached five bedroom house with integral double garage [Approved]
- 3.12 00/03128/P – Alterations; erection of single storey infill and side extensions and use of existing garage as habitable room [Refused]
- 3.13 01/00241/P - Alterations; erection of single storey infill and side extensions and use of existing garage as habitable room [Approved]
- 3.14 01/01312/P – Erection of single storey front/side/rear extension to form 10 bed special care unit and additional parking provision [Refused]
- 3.15 01/03100/P – Erection of single storey front/side/rear extension to form 8 special care unit and additional parking provision [Refused and Appeal Dismissed]. This application was refused on the following grounds,
 - The development would have a cramped and overcrowded layout unduly close to adjacent property and out of keeping with the pattern of development in the surrounding area.
 - The development would be detrimental to the amenities of the occupiers of adjoining property by reason of visual intrusion.
- 3.16 05/02433/P – Erection of detached five bedroom house with integral double garage [Approved]

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- a. The proposal would provide a neurological care home which is within the Council's identified need. This outweighs the loss of a residential property and would be safeguarded as such through a condition.
- b. The development would have limited impact upon the character and appearance of the surrounding area.
- c. The development would have no harmful impact upon the protected trees.
- d. The development would have an acceptable relationship with neighbouring residential properties.
- e. The standard of accommodation for future occupiers is satisfactory
- f. Access, parking and turning arrangements are acceptable.
- g. Flooding and sustainability matters can be appropriately managed through condition.
- h. Contributions to Local Employment and Training, Air Quality and the provision of a Car Club could be secured through a Section 106 Legal Agreement.

4 CONSULTATION RESPONSE

- 4.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 4.2 The Local Lead Flood Authority (LLFA) was consulted regarding the application and the comments received are summarised below.

5 LOCAL REPRESENTATION

- 5.1 The application has been publicised by way of letters sent to neighbouring occupiers of the application site and site and press notices. 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: 9 Objecting: 9

- 5.2 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:

- Noise and general disturbance
- Traffic congestion/Impact on highway safety
- No need for more care home/over concentration in Purley
- Not enough parking
- Overlooking/loss of privacy
- Visual intrusion/overshadowing
- Over development/Out of character
- Loss of family home
- Pressure on local health services/infrastructure

5.3 The following issues were raised in representations, but they are not material to the determination of the application:

- Loss of a view [Officer Comment: this is not a material planning consideration]

5.4 Councillor Badshar Quadir has made the following representations:

- No need for more care homes
- Loss of residential property
- Impact on the existing residents of the care home (displacement)

6 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 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 2018 (CLP) and the South London Waste Plan 2012.

6.2 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.
- 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

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

Consolidated London Plan 2015 (LP):

- 3.5 on Quality and design of housing developments
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

Croydon Local Plan 2018 (CLP):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications

- DM1 on housing choice for sustainable communities
- DM2 on residential care and nursing homes
- DM10 on design and character
- DM13 on refuse and recycling
- DM16 on promoting healthy communities
- DM19 on promoting and protecting healthy communities
- DM23 on development and construction
- DM24 on land contamination
- DM25 on sustainable drainage systems and reducing flood risk
- DM27 on biodiversity
- DM28 on trees
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the Planning Committee is required to consider are as follows:

- The principle of the proposed development and the established need for neurological care homes;
- The impact on the townscape and the visual impact;
- The impact of the development upon the protected trees;
- The impact on the residential amenity of adjoining occupiers;
- The living conditions provided for future occupiers;
- Transportation considerations
- Flooding and Sustainability
- Section 106 Obligations

Principle of development and the established need.

7.2 The application site lies within an established residential area and while the proposed development seeks consent for C2 (Residential Institutions) the nature of this use would not affect the established residential character of this part of Purley. As this part of the site is already within C2 (Residential Institutions) Use, subject to the consideration of impact, the principle of a more intensive use of the site for this purpose is in accordance with policy.

7.3 It should be noted here that there are no restrictions in terms of the type of care offered currently at this site, be it neurological or learning disability care. Policy DM2.1 states that new care homes will only be permitted where they meet an identified need. The applicant has confirmed that the care home will be used solely for neurological care which has an identified need within the Borough. The recommendation includes a condition that the site is used for neurological care so it continues to meet the identified need.

7.4 In terms of 1 Woodcote Drive, while the development would result in the loss of residential land (C3) the existing property is not deemed to be a small family

dwelling under Policy DM1 of the Croydon Plan. Policy SP2.2 states that the net loss of homes or residential land will be resisted. Considering the existing use of the care home site, that the applicant owns Woodcote Drive and the proposed care meets an identified need and provides a form of residential provision, in this instance this is considered on balance acceptable.

Townscape and Visual Impact

- 7.5 The application site is occupied by two detached properties being 126 Foxley Lane with 1 Woodcote Drive. The two properties are of a different age and visual appearance however they both have a good degree of presence within the street scene. 1 Woodcote Lane is the smaller of the two properties and sits within the north-eastern corner of the site. Neither of the buildings are of any significant architectural merit, however, are consistent with the scale of neighbouring buildings.
- 7.6 The applicant proposes to demolish both buildings and erect a three storey building comprising of 21 special care bed units for individuals with neurological care requirements. Whilst the development is described as three storeys its appearance is that of two storeys with accommodation provided within the roof. This is consistent with neighbouring development and the character of the surrounding area. Given the width of the plot the applicant proposes a building of two masses referencing the historic plot division. The greater massing would be sited within the plot of 126 Foxley Lane and the subservient mass within the plot of 1 Woodcote Drive. Each mass would be connected via single storey link/pavilion which provides an essential link for operational requirements.
- 7.7 The proposed architectural design is typical of the area with projecting gables and hipped roof slopes with the inclusion of modest dormer windows, which are seen in other nearby developments. The flank elevations have been adequately designed ensuring that the building is well articulated. The design of which is considered appropriate with the context of the surrounding area.
- 7.8 While it is recognised that the perceived mass would be greater than that currently on site the proposed development sits comfortably within the amalgamated plot. Generous separation would exist to all boundaries and would not result in an overdevelopment of the site.
- 7.9 Given the size of the site and the presence of protected trees towards the frontage it is considered that the development is capable of enhancing the sylvan character of the area through a meaningful soft and hard landscaping proposal. Such matters are capable of being secured through condition however the indicative proposals at this stage are considered appropriate.
- 7.10 The parking area would be provided towards the front of the site as with neighbouring properties and would not be out of character with the surrounding area. The presence of protected trees and the enhancement of any landscaping within this area would only aid to soften such an area. The type and location of the parking is therefore acceptable in character terms.

The Impact of the development upon the protected trees

7.11 The applicant has submitted a Tree Report and Arboricultural Impact Assessment and Method Statement to support the proposals. Following consultations with the Council's Tree Officer Officers are satisfied that adequate measures would be put in place to safeguard the protected trees as a result of the development. Subject to a suitable worded condition in this respect the development would be acceptable on tree grounds.

Impact on Neighbouring Residential Amenity

7.12 The development is centrally located within its plot providing a separation distance of approximately 14.2 metres between the south-west flank wall of the development and that of 128 Foxley Lane. This generous separation distance and the presence of trees along western boundary would ensure that the development would not appear visually intrusive to the residential amenities of 128 Foxley Lane.

7.13 No windows are provided at the first floor in the flank elevation facing 128 Foxley Lane while skylight windows would serve the bedrooms in the loft space. Given the separation distance and the angle of the skylights such a provision would not result in a loss of privacy to this neighbour.

7.14 The development would have separation distances ranging from 13 and 16.6 metres to the neighbouring property at 3 Woodcote Drive. Given the orientation of these buildings and the presence of established trees along the northern and eastern boundaries the development is not considered to appear overbearing or visually intrusive to No3.

7.15 The window alignment and primary outlook of the windows on the first floor of the development and within the loft space have been carefully placed to limit any overlooking of the garden area of 3 Woodcote Drive. While there may be some elements of overlooking, in part, the extent would not be any greater than what is generally expected within suburban locations. It is also acknowledged that large mature cypress trees are sited along the northern boundary of the site which would act as an appropriate screen to mitigate against any loss of privacy. Given this matter careful consideration Officers are comfortable with the relationship between the development and that of 3 Woodcote Drive.

7.16 Properties to the north within Green Lane are located at a substantial distance from the development and would be unaffected by the proposal.

7.17 Given the separation distance between the development and the properties on the opposite side of Foxley Lane the built mass and location of windows would not harm the residential amenities of these neighbours.

The standard of accommodation for future occupiers

7.18 There are no set standards in terms of unit sizes in relation to C2 (Residential Institutions) however all 21 special care units would be of a good standard and generally meet the size requirements of the "Technical Housing Standards March 2015". Communal dining/sitting rooms are provided on the ground floor with additional therapy rooms and pools however each room would have their own

private space. Level access can be provided. The quality and standard of accommodation being proposed is acceptable.

- 7.19 A generous and multi-faceted communal garden comparable in size to nearby developments would be provided. Given the nature of the development the form and size of which is considered appropriate. Details of boundary treatments, hard and soft landscaping would be secured via condition.
- 7.20 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

Transportation Considerations

- 7.21 The site has a PTAL rating of 1b which indicates poor accessibility to public transport. The proposed development seeks to build 21 double suites for people with neurological care requirements. It is envisaged the care home will employ 12 full time and 6 part-time staff. A mini-bus shuttle service to the town centre and railway station would be provided for residents and staff of the care home. Also a dedicated electric car would also be available to the care home on a pre-booking car share basis.
- 7.22 126 Foxley Lane currently has two points of access/egress and 1 Woodcote Drive has a single access/egress point on Woodcote Drive. The proposed development seeks the closure of eastern access to 126 Foxley Lane and the retained access would be revised as an entry only access.
- 7.23 The existing Woodcote Drive access/egress would be utilised as an exit only access. There would be 7 on site car parking spaces, one of which would be for the car club space, another to the minibus, and the remainder of parking spaces allocated for staff and visitors.
- 7.24 The Transport Statement (TS) confirms the allocation of a service bay in front of the new building at the western end. The Emergency vehicle parking outside the building's main entrance would be used by delivery vehicles as well as picking up and dropping off items at the Reception. Refuse collection would be undertaken from the adjacent carriageway. This is acceptable.
- 7.25 Trip rate data has been provided as part of the application, in respect of the number of trips expected to be generated by the Care Home. Officers accept the estimated generated trips for the development and the conclusion that the trip generation would not impact materially on the road network and infrastructure within close proximity of the above site. It is accepted that the Care Home's estimated 6 no. two- way car/van peak trips and two bus trips would have negligible impacts on the road capacity and bus services in the area.
- 7.26 Cycle storage would need to be provided in accordance with the London Plan and would be secured through condition. In addition the Council would seek to secure the following via condition;
- Electric Vehicle Charging Points
 - Visibility splays

- Travel Plan
- Delivery and Servicing Plan
- Construction Logistics Plan/Management Strategy
- Disabled parking bay and
- Turning areas.

7.27 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Flooding and Sustainability

7.28 The applicant has submitted a Flood Risk Assessment for the site while further supporting information was received during the course of the application. The Local Lead Flood Authority was consulted regarding this application and have since removed their objection to the proposals providing that an appropriately worded condition is attached to any approval in respect of flood mitigation measures.

7.29 The development is expected to achieve BREEAM Excellent and reduce carbon dioxide emissions by 35% above the 2013 building regulations. Such matters are capable of being secured through condition and as such are acceptable.

Section 106 Obligations

7.30 Policy SP3.14 of the Croydon Local Plan 2016 states that opportunities for employment and skills training will be considered by means of section 106 agreements for major developments (residential developments of 10 units or more or non-residential developments exceeding 1,000m²). It is expected that the Section 106 Agreement would secure the following;

- Local Education and Training Strategy
- Air Quality
- Provision of an onsite Car Club

7.31 Affordable housing would not be required on this occasion as the development relates to a C2 (Residential Institutional) Use.

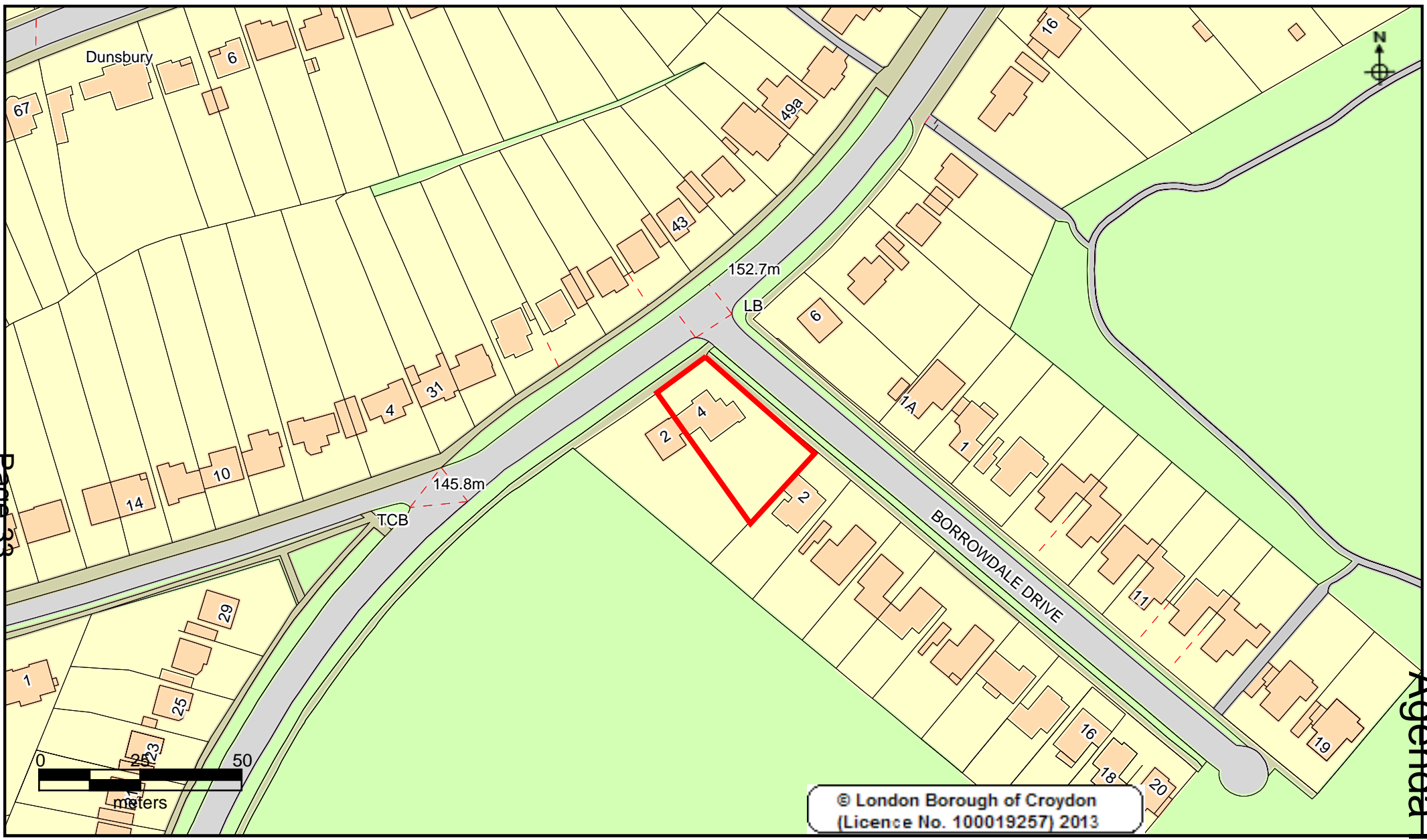
7.32 The applicant has agreed in principle to the above heads of terms and such matters would be secured through the Section 106 Agreement if Committee were minded to grant planning permission.

7.36 Without the above the development would be unacceptable.

Conclusions

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

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PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/00588/FUL
 Location: 4 Rectory Park, South Croydon, CR2 9JL
 Ward: Sanderstead
 Description: Demolition of existing building: erection of a two storey building with accommodation in roofspace comprising 3 two bedroom, 2 one bedroom and 2 three bedroom flats; formation of vehicular access onto Borrowdale Drive and provision of associated parking spaces, cycle storage and refuse store.
 Drawing Nos: BX14-S3-101A; BX14-S3-102; BX14-S3-103B; BX14-S3-104; BX14-S3-105; BX14-S3-106; BX14-S3-107; BX14-S3-108A and BX14-S3-109
 Applicant: Mr Haris Constanti – Aventier Ltd
 Case Officer: Robert Naylor

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	2	5	2	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 Planning Committee because a Ward Councillor (Cllr Tim Pollard) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission
- 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 as detailed in permission 17/06269/DISC
- 3. Visibility splays and parking as specified
- 4. Details of cycle store; lighting and electric vehicle charging points to be submitted
- 5. No additional windows in southwestern elevation
- 6. Hard and soft landscaping to be submitted and to incorporate SuDS; boundary at the rear; child playspace and reinstatement of curbs following removal of access.
- 7. Tree Protection provided as specified.
- 8. 19% Carbon reduction
- 9. 110l Water usage

10. Time limit of 3 years
11. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) Details of boundary treatments – to mitigate glare from headlights
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 Proposal:

- Demolition of existing building
- Erection of a two storey building with accommodation at roof level comprising 2 x one bedroom; 3 x two bedroom and 2 x three bedroom flats fronting Rectory Park
- Provision of 7 off-street car parking spaces accessed via Borrowdale Drive
- Provision of associated integrated refuse and separate cycle stores

Site and Surroundings

3.3 The application site occupies a prominent corner plot on the south side of Rectory Park on the junction with Borrowdale Drive. The site is located in a predominantly residential area and the current host property is detached set in a fairly spacious plot. The site is located towards the top of a steep hill and the topography steps back again southwards along Borrowdale Drive.

3.4 The surrounding area is predominately residential in character with a mix of semi-detached, detached late 19th century and early 20th century properties. Opposite the application site consists mainly detached properties which mainly exhibit hipped roof slopes although there are a few gabled treatments towards the northern end of the road.

Planning History

3.5 The most relevant history is as follows:

- Planning Committee will be aware of the planning permission (Ref: 17/00687/FUL) for the demolition of existing building and erection of a two-storey building comprising 6 x 2 bedroom flats, with accommodation of roof level, provision of associated vehicular access and provision of associated parking spaces, cycle storage and refuse store which was approved by Committee in July 2017.

- A planning application (Ref: 17/03616/FUL) for the demolition of existing building: erection of a two storey building with accommodation in roof space comprising 2 one bedroom and 5 two bedroom flats: provision of , associated access, 7 parking spaces, cycle storage and refuse store. This was withdrawn by the applicant prior to any determination.
- Planning permission (Ref: 17/06269/DISC) was granted to discharge condition 2 (MATERIALS) attached to planning permission 17/00687/FUL

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is considered acceptable given the residential character of the surrounding area.
- The design of the replacement building would not be detrimental to the character and appearance of the townscape given that the external appearance is very similar to that previously approved
- The design and appearance of the development is appropriate given the context of the site
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and Nationally Described Space Standards (NDSS) compliant
- The impact upon highway safety and efficiency is considered acceptable and can be controlled through condition.
- Sustainability aspects can be controlled by condition

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of direct neighbour notification letters to 13 adjoining properties. The number of representations received from neighbours, local groups including Riddlesdown Residents Association and Cllr Pollard both objecting to the scheme etc in response to notification and publicity of the application were as follows:

No of individual responses: 7 Objecting: 6 Supporting: 1

6.2 Councillor Pollard (the Ward Councillor at the time the application was advertised) objected to the application on the grounds there is an excess development of site; inaccurate documentation and loss of amenity to neighbours

6.3 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

- Overlooking and loss of privacy
- Impact on highways safety and parking
- Out of keeping in the surrounding area
- Disruption in terms of light pollution from rear parking area
- Overdevelopment - too dense
- Flats are too small and inadequate
- Inaccurate documentation
- Loss of amenity to neighbours
- Lack of wheelchair accessible units

Support

- This development will provide good access to local amenities and service links for a greater number of families/residents.

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 2018 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
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM43 – Sanderstead

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

8.2 Given that there is a previous approved scheme (Ref: 17/00687/FUL) the principle of a flatted development at this site has been found acceptable in terms of character and appearance of the surrounding area and there were no other impact issues. Furthermore the new tenure of the scheme would provide 2 x three bedroomed family units which the Council is seeking to encourage.

Townscape and Visual Impact

8.3 The previous approval found the provision of a flatted development in this area acceptable in terms of character and appearance of the property. There are minor changes proposed as part of the current scheme which include a small 40cm increase to the bays at the front and rear of the site; internal changes to increase the units from 6 to 7 units; and minor elevational changes to the fenestrations. The overall changes in terms of footprint between that approved and proposed is highlighted below:



8.4 The main differences between the approved scheme and the current scheme are increases in the overall width and the depth of the building footprint with the width of the property has increased by a 1m to 13.1m and the depth of the property has increased by 0.8m to 16.7m. Overall given the scale of the development these differences are minor in the streetscape.

8.5 Given the proposal is centrally located, set off the side boundaries and benefits from occupying a corner plot, the increase in width would not be out of place in this location.

The increase in depth is mainly experienced from the front of the site which has previously been found acceptable in the overall streetscene with the rear of the site only marginally in excess of the existing rear building line. Furthermore, the area is characterised by a number of large detached properties with similar footprints.

- 8.6 It is acknowledged that the proposal is located forward of the building line of the existing property. However as with the previous approval the curvature of the road, the way the existing buildings sit in a staggered fashion and the location of the proposal not sufficiently far forward prevents the proposal appearing visually overbearing or out of keeping in the streetscene.
- 8.7 As with the previous scheme the design of the building incorporates a traditional appearance and materiality in order to appear in keeping with the main streetscene and conditions have been attached to secure that materials are acceptable. There has been no change from the approved roof or eaves height to ensure the development appears in keeping within the surrounding area.
- 8.8 The previous scheme was found not to result in the overdevelopment of the site nor appear out of character. The current scheme seeks an additional unit at the site bringing the total number of units to 7. This will have an increase in the density of the development to 275 habitable rooms per hectare (hr/ha). It is acknowledged that the guidance in the London Plan suggests that in this type of area the upper threshold is 200 hr/ha.
- 8.9 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, and the London Plan provides sufficient flexibility for such higher density schemes to be supported. Furthermore, it is significant that the New Draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers.
- 8.10 Nevertheless the layout of the development still respects the pattern and rhythm of neighbouring development while the proposal would result in a high quality design and the proposal would not be prominent or out of scale, and the design does not detract from the character of the building.
- 8.11 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.12 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard and would contribute to the Boroughs housing need.
- 8.13 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings

and an extra 1sqm for each additional unit. The larger three bed family units at the ground floor have access to private amenity space in excess of this figure, however the units on the upper floors do not have any private amenity space. The proposal has been designed to be in keeping with the surrounding area. The provision of private balconies on upper floors is not a feature of the area and there is potential for impact on the amenities of the adjoining residents. However, there is a communal space and the upper floor flats would have access to this communal garden area.

- 8.14 Since the previous grant of planning permission the local plan requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space the scheme would need to provide 20sqm based on the population yield calculator. This can be secured through a condition in regard to the landscaping.
- 8.15 There is level access to the site from the front allowing both the ground floor units to be wheelchair accessible and there is sufficient space for one of the car parking spaces to be dedicated to disabled use.

Residential Amenity for Neighbours

- 8.16 The previous scheme was found acceptable in terms of impacts on the residential amenities of the surrounding properties. In regard to the differences between the approved scheme the increases in width and depth at 1m and 0.8m respectively are not noticeably different to that approved. Given the proposal is staggered around the corner the modest increase to the building line is not significant in this case nor out of keeping and would not have a significant impact on the amenities of the adjoining property.
- 8.17 With specific regard to number 2 Rectory Park, the windows in the upper floors adjoining the proposal should not have a significant impact on these bedroom windows, and again a condition has been attached to ensure that no further proposed fenestration are added to the flank elevations to ensure that overlooking is mitigated.
- 8.18 In terms of impacts on 6 Rectory Park the proposal is set approximately 20m from the flank wall with Borrowdale Drive between the properties. Given that there are no first floor windows at the proposal and the roof lights are high level it is unlikely to cause issues of overlooking from the basement and ground floor windows.
- 8.19 Whilst there would be a degree of overlooking as a consequence of the rear fenestration, this is not uncommon in a suburban location and would not be over and above that currently experienced from the site. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.
- 8.20 In regard to the impacts on 2 Borrowdale Drive subject to suitable conditions to protect the property for the car park this was found acceptable and the current scheme would not create any additional impacts that would warrant a refusal on these grounds, and the relationship remains acceptable.
- 8.21 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased

number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

Trees and landscaping

- 8.22 Subject to the previous conditions in respect to tree protection (both on site and the street tree) and replacement trees being attached to any approval the arboriculture team have again raised no objection to the proposed scheme.
- 8.23 With regard to wildlife, it is recommended that an informative is placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

Access and Parking

- 8.24 The location for the proposed development has a PTAL level of 1b which is considered poor. The site is served by one bus route. The scheme would provide 6 off-street parking spaces for the 7 units. There is no objection in principle, despite the proposal not meeting the 1:1 parking ratio, as the scheme would promote sustainable travel in the borough. In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.25 Vehicles will be able to enter and exit the location in forward gear. A condition is recommended to ensure that it complies with highway visibility splay standards. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.26 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Regarding cycle storage facilities it should comply with the London Plan, and would require 14 spaces. Details of this can also be secured through a suitable condition. The provision of refuse storage has been demonstrated on the plans, with collection available from the street, which is acceptable.

Environment and sustainability

- 8.27 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.28 The site lies within a surface water flood and critical damage flood risk area and is sloping. Given the areas for landscaping there are opportunities for SuDS to be located in the communal areas. Officers are satisfied that these issues can be dealt with by condition.

Conclusions

- 8.29 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is in general accordance with the relevant policies.

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



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PART 6: Planning Applications for Decision

Item 6.3

1 SUMMARY OF APPLICATION DETAILS

Ref: 18/00831/FUL
 Location: Queens Hotel, 122 Church Road, London, SE19 2UG
 Ward: Crystal Palace and Upper Norwood
 Description: The demolition of existing buildings to the centre and rear of the site and existing extensions to the roof; the construction of a new spine building, an extension to the south-west facing elevation of the existing locally listed building, a single storey extension to the restaurant and five subterranean levels which provide parking, hotel bedrooms, ancillary leisure facilities and servicing space, to create a total of 495 hotel rooms and 207 vehicle parking spaces; the re-cladding of the 1970's extension, provision of enhanced landscaping across the site including 5 coach parking spaces to the front and the adaptation of existing entrance to the hotel including the formation of a new access to facilitate one-way working within the hotel forecourt area.
 Drawing Nos: A2702 100 – R7, A2702 101 – R7, A2702 102 – R7, A2702 103 – R7, A2702 104 – R7, A2702 105 – R7, A2702 106 – R7, A2702 107 – R7, A2702 108 – R7, A2702 109 – R7, A2702 110 - R7, A2702 140 – R7, A2702 141 – R7, A2702 199 – R8, A2702 200 - R16, A2702 201 - R16, A2702 202 – R16, A2702 203 - R17, A2702 204 - R18, A2702 205 - R18, A2702 206 - R19, A2702 207 - R17, A2702 208 - R17, A2702 209 - R17, A2702 210 - R17, A2702 211 - R17, A2702 212 - R17, A2702 400 - R15, A2702 401 - R15, A2702 402 – R1, A2701 SK 01 180606 -
 Applicant: Queens Crystal Palace Euro Hotel (Jersey) Limited
 Agent: Mr Quelch, Bilfinger GVA
 Case Officer: Pete Smith

Type of floorspace	Existing floorspace	Amount lost	Amount proposed	Net increase following development
Hotel (C1)	10,015 sq m	3,013 sq m	24,310 sq m	21,045 sq m

Type of floorspace	Existing rooms / Rooms to be lost	Rooms proposed	Net additional rooms
Hotel (C1)	334/104 rooms (230 rooms retained)	265	161 rooms New total - 495 rooms

Number of car parking spaces	Number of cycle parking spaces	Number of coach parking spaces
207 (net increase of 144)	40 (net increase of 40)	5 (net increase of 2)

Number of disability spaces	21 spaces (net increase of 19 spaces)
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- 1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and the former Ward Councillor for South Norwood Ward (Councillor Wayne Trakas-Lawler) and Ward Councillor for Crystal Palace and Upper Norwood (Councillor Pat Ryan) raised objections and requested that the case be determined by the Planning Committee. The Chair of Planning Committee (Councillor Paul Scott) separately referred the matter for Planning Committee consideration.
- 1.2 Prior to the May 2018 local elections, the application site was situated within South Norwood Ward and at the time the application was first submitted, South Norwood Ward Councillors were notified of the proposal. As former Councillor Trakas-Lawler is no longer able to speak as a referring Councillor and in view of the changes in Ward boundaries (with the site now situated within Crystal Palace and Upper Norwood Ward) Ward Members representing both South Norwood and the Crystal Palace and Upper Norwood Wards have been contacted to determine whether anyone would like to address the Planning Committee. Councillor Ryan has been invited to speak in any event, as he jointly referred the planning application to Planning Committee.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Coach Parking Management Plan
 - b) Car parking Management Plan
 - c) On Site Car Club Bay
 - d) £20,000 contribution towards potentially establishing a controlled parking zone – with survey and reviews required after 12 months of completion of the development
 - e) Restriction of occupation 90 days
 - f) Phasing
 - g) £25,000 for improving signage in the vicinity
 - h) Employment and Training Strategy (including financial contribution towards employment and training initiatives for the construction and end user phases £67,968.50)
 - i) Travel Plan monitoring
 - h) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) Development to commence within 3 years of the date of permission
- 2) In accordance with submitted plans and documents.
- 3) Submission of details of external facing materials, key junctions, all architectural features (including doors, windows and their surrounds), replacement canopies /shelters, roof, ventilation system, rainwater goods, cycle parking bin stores and platform lifts.
- 4) Submission of details of lighting assessment.
- 5) Corridor windows on north-west and north-east elevations to be obscure glazed
- 6) Dining hall windows to be partially obscure glazed
- 7) Windows of west elevation (rear) of mews obscure glazed and fixture shut
- 9) Submission of details of hard and soft landscaping, boundary treatment, trees, green roofs and external lighting.
- 10) Tree protection
- 11) Submission of Delivery Servicing Plan prior to occupation (which shall include a site Waste Management Plan).
- 12) Submission of Construction Logistics and Demolition Plan
- 15) In accordance with Sustainability and Energy assessment 35% betterment of building regulations in accordance with the submitted assessment.
- 16) Built to BREEAM 'Excellent' rating
- 17) In accordance with Noise Assessment
- 18) Limiting noise from air conditioning units.
- 19) Travel Plan
- 20) Sustainable Urban Drainage Systems.
- 21) Basement Impact Assessment
- 22) Building recording.
- 23) Protection of Mews during the demolition and construction
- 24) Overheating strategy
- 25) 20% car parking spaces active electric vehicle charging points further 20% provided with passive provision.
- 26) Drainage schemes to be approved
- 27) Petrol/oil interceptors fitted in all car parking.
- 28) Piling method statement to be submitted
- 29) Impact study on water supply.
- 30) Highway works S.278
- 31) In accordance with air quality report.
- 32) Contamination - site investigations
- 33) Roof space not to be used as outside amenity area etc.
- 34) CCTV, traffic signage, cycle stands, pedestrian visibility splays to be provided and retained.
- 35) Vehicle parking, access points, refuse storage and outdoor spaces to be provided as indicated in drawings and available prior to occupation of the east west spine building.
- 36) Food ventilation equipment.
- 37) C1 use only
- 38) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informatives

- 1) CIL
- 2) Removal of site notices

- 3) Subject to Section 106 agreement
- 4) Contact Network Management prior to commencement of development
- 5) Thames water advice
- 6) Ventilation guidance
- 7) Any [other] informative(s) considered necessary by the Director of Planning

- 2.4 That the Planning Committee confirms that it has had special regard to the desirability of preserving the setting of listed buildings and features of special architectural or historic interest as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.5 That the Planning Committee confirms that it has paid special attention to the desirability of preserving or enhancing the character and appearance of the Church Road Conservation Area as required by Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.6 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
- 2.7 That if, by 30th September 2018, the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

3 BACKGROUND TO THE PROPOSALS AND PRE-APPLICATION PROCESSES

- 3.1 At its meeting of the 19th October 2017, the Council's Planning Committee resolved to refuse planning permission for the following development (LBC Ref 17/02192/FUL)

Demolition of existing buildings to the centre and rear of the site and existing extensions to the roof and the construction of a new spine building including glazed link to part retained mews building, an extension from the southwestern facing elevation of the existing locally listed building, a single storey extension to the restaurant, subterranean accommodation, parking, a swimming pool and servicing space, to create a total of 530 hotel rooms and 170 vehicle parking spaces, the re-cladding of the 1970's extension with ground floor canopy, provision of enhanced landscaping across the site including 3 coach parking spaces to the front, formation of a vehicle access and the adaption of existing entrance to the hotel.

- 3.2 After much discussion and debate, two reasons for refusal were confirmed and incorporated into the eventual decision notice. The reasons covered under-provision of on-site parking facilities and the harm caused by the proposed development on the character and appearance of the Church Road Conservation Area. The reasons are detailed below:

1. The proposed development would represent an over-development of the site, with proposed extensions failing to preserve or enhance the character and appearance of the Church Road Conservation Area, contrary to Policy SP4.13 of the Croydon Local Plan Strategic Policies (April 2013), saved Policy UC3 of the Croydon replacement Unitary Development Plan (July 2006) and Policy 7.8 of the Consolidated London Plan 2016.

2. The intensification of the hotel use associated with the proposed development in an area characterised by relatively low levels of public transport accessibility, would be accompanied by inadequate on-site parking facilities, placing additional pressures on on-street parking capacity in the immediate vicinity, detrimental to highway safety and the locality, contrary to SP8.17 of the Croydon Local Plan Strategic Policies (April 2013), Saved Policy T2 of the Croydon Replacement Unitary Development Plan (July 2008) and Policies 6.12 and 6.13 of the Consolidated London Plan 2016.
- 3.3 As the application was referred to the GLA under the Town and Country Planning (Mayor of London) Order 2008, the case was further considered by the London Mayor on the 13th November 2017 (at Stage 2 and post the Planning Committee resolution). Whilst the London Mayor determined that he was content to allow Croydon Council to determine the application itself (following on from the Planning Committee resolution) the officers' report highlighted a number of issues and concerns that remain relevant as part of this current planning application process. The London Mayor's comments on the current planning application are detailed later in this report.
- 3.4 Following on from this process, the decision notice was issued on the 29th November 2017.
- 3.5 The applicants and their advisors engaged with your officers following on from the refusal of planning permission, to discuss possible amendments to the scheme, with a view to overcoming the reasons for refusal. As part of this process, a further pre-application proposal was presented to Planning Committee on 11th January 2018.
- 3.6 The comments raised by Planning Committee at that time were confirmed as follows:
 - Meaningful consultation with residents needed to take place and details of the outcome of the consultation should be shared
 - The reduction in massing was welcomed
 - Careful consideration required as regards the materials used and the elevational treatment of the proposed extensions (the east-west spine and the Church Road elevation); should be simplified but still of exemplar quality
 - Design of the Church Road extensions required careful consideration to ensure it complements the historic central façade
 - Reduction in proposed number of rooms and increase in parking spaces generally welcomed
 - Transport mode estimates were needed to assess the impact
 - Clarity on how the developer aimed to encourage hotel guests to use the charged car park as opposed to on street car parking
 - Some concern over the impact of 5 coach parking spaces proposed within the hotel forecourt
 - Linked to the above issue, statement required on how off-site coach parking would be managed and capacity of available sites needs to be further clarified
 - Overlooking into surrounding properties; some support for the removal of the previously proposed angled windows
 - View that obscured glazing should be avoided if at all possible

4. PROPOSAL, LOCATION DETAILS AND PLANNING HISTORY

Proposal

4.1 The application seeks to overcome the previous reasons for refusal and now comprises the following elements:

- Redevelopment, extensions and excavation to provide a total of 495 hotel rooms and 207 car parking spaces.
- Demolition of buildings to the rear of the site. This would be replaced with a new rear extension (4-6 height in storeys) that would include two northwards projections; the western-most projection would be new at 2-3 storeys (plus basement accommodation) whilst the eastern-most projection would accommodate an additional floor of accommodation on top of an existing addition.
- The scheme would also include partial demolition of the rear mews building (including the glazed element and structures to the east of the enclosed mews courtyard). Critically, the structure to the west of the enclosed mews courtyard and adjacent to the rear boundary with properties fronting onto Wakefield Gardens would be retained. Proposed beneath this area would be subterranean accommodation (max 5 storeys) comprising on-site car parking, hotel bedrooms lit by light wells (and some with no windows), ancillary leisure facilities (swimming pool and gym) and servicing.
- A 5-storey extension on the south-western corner of the building with basement accommodation.
- Single storey rear dining room extension to the central section of the hotel.
- The recladding of the existing 1970s extension and the partial demolition of an unsightly addition to the roof and canopies (existing entrance porch and 1970's canopy).
- A new vehicle crossover/access, which would allow coaches to enter and exit the site without crossing the pedestrian entrance. The vehicle crossover to the north of the site would be retained to provide access to car club spaces to the front and a two-way access route along the northern site boundary to serve an access ramp down into the subterranean parking levels and hotel servicing area.
- A new exit would be provided immediately to the south-east of the main hotel entrance to be used by coaches and taxis. Space for 5 coaches and a taxi waiting area would be accommodated on site to facilitate on site pick up and drop off.
- Provision of landscaping including new trees to the front of hotel addressing Church Road.

4.2 The main amendments proposed (compared to the previously refused scheme) are as follows:

- A reduction in the number of hotel bedrooms (by 35 rooms)
- An increase in the number of on-site car and coach parking facilities (37 and 2 spaces respectively)
- Reductions in the scale and mass of the west-west spine building
- Simplification of external design elements with a simplified (albeit robust) materials palette;
- An increase in the number of family rooms available for guests (by 32 rooms)
- Modifications to the forecourt area – to accommodate a maximum of 5 coach parking spaces (on site)

Site and Surroundings

- 4.3 The site falls within the Church Road Conservation Area and Queen's Hotel is a locally listed building (dating from around 1854). The only part of the original building which remains reasonably intact is the central element of the building which fronts onto Church Road. Church Road is designated as a London Distributor Road. To the north (approximately 150 metres) is the boundary of the Upper Norwood District Centre.
- 4.4 In the 1950s, the southern wing of the Queens Hotel was demolished to create access to the Fitzroy Gardens housing estate to the west of Church Road. Around the same time, the hotel acquired the former 120 Church Road and demolished the historic building to construct a large new northern wing (1970s) which, according to the Council's Conservation Area Character Appraisal, fails to represent a positive built element and detracts from the character and appearance of the conservation area.
- 4.5 The hotel occupies a prominent position on the street, due to its large scale and massing set on a variety of planes. It is faced with stucco and decorative treatments, including a projecting cornice supported by brackets, quoins and open balustrading. The site slopes relatively steeply down (from east to west) with the height of the existing east-west spine building following site topography.
- 4.6 The existing site is an operational hotel with 334 rooms with 38 car parking spaces at the front of the hotel and a further space for 25 cars at the rear, bringing total on-site provision to 63 spaces (ratio of 0.19 spaces per room). There are also 3 informal spaces for coaches to drop off/pick up. No dedicated facilities currently exist for on-site cycle parking.
- 4.7 The hotel overlooks a garden area to the west/south (known locally as "Regency Gardens") which provides communal amenity space for the houses in Fitzroy Gardens. The area to the south of the site is mostly residential, with a mixed character of hotel, office and residential accommodation to the north. As raised above, the land level drops significantly towards the rear of the site; ground level (Level 0) is taken at the front of the site, the top of the ground floor level at the rear of the site is therefore roughly equivalent to the ridge line of 18 Fitzroy Gardens.
- 4.8 112-116 Church Road (immediately to the north-east) and 181-203 Church Road are locally listed buildings. Also 124-128 Church Road (to the south-west) are statutorily listed.

Planning History

- 4.9 There is significant planning history for this site the most relevant of which is:
- 03/00366/P Alterations and refurbishment of residential/garage mews for use as boarding/guest house accommodation.
Not determined in December 2003 - **Dismissed** on appeal.
The Inspector concluded that the principle of refurbishment and re-use of building would have had a beneficial impact on appearance of conservation area, but detailed elements of the scheme which would have been inappropriate and would have resulted in harm to the character and appearance of the building.
Change of intensity of use of existing windows that face properties on Wakefield Gardens would have resulted in neighbours feeling that they

were overlooked. Also concern around the possibility that some noise and disturbance that would have arisen from time to time.

08/03440/P Alterations; use of mews block as staff accommodation.
Granted in October 2008.

12/01967/P Installation of replacement white aluminium windows in front and rear block extensions
Granted in January 2013.

12/02331/P Erection of a four-storey front/side extension with accommodation in the roof-space to provide an additional 25 bedrooms.
Refused in October 2013 on grounds of design and appearance of the extension and traffic generation, congestion and parking.

12/03242/P Construction of canopy to north part of building.
Granted in May 2013.

13/02919/P Erection of external lift at entrance.
Refused in October 2013.

14/03670/P Installation of glazing to the northern flank elevation at lower ground floor level.
Granted in November 2014.

14/03472/P Erection of four storey front/side extension (including lower ground, ground, first and second floors) to provide an additional 24 rooms; alteration of car parking arrangement and associated landscaping works.
Granted in April 2015. The various planning conditions associated with this planning permission have now been discharged and an application for a Certificate of Lawful Development has been approved confirming that a material start on site has progressed pursuant to this 2014 planning permission.

15/02363/LP Removal of existing internal fittings and the construction of internal partitions and fittings. The application also sought to create an additional 64 bedrooms in connection with the existing Use Class C1 - Hotels.
Certificate Granted 24 September 2015.

15/05742/P Installation of new windows to the northern flank elevation at lower ground floor level to provide natural light to 5 hotel guest rooms.
Granted in March 2016

17/02192/FUL Demolition of existing buildings to the centre and rear of the site and existing extensions to the roof, and the construction of a new spine building including glazed link to part retained mews building, an extension from the southwestern facing elevation of the existing locally listed building, a single storey extension to the restaurant, subterranean accommodation, parking, a swimming pool and servicing space, to create a total of 530 hotel rooms and 170 vehicle parking spaces, the re-cladding of the 1970's extension with ground floor canopy, provision of enhanced landscaping across the site including 3 coach parking spaces

to the front, formation of a vehicle access and the adaption of existing entrance to the hotel.

Refused for the reasons highlighted in paragraph 3.2 above. The applicant has recently appealed to the Secretary of State against this refusal of planning permission. The Planning Inspectorate has recently confirmed that this appeal will be considered by way of a Public Inquiry.

17/04332/FUL Erection of a ground and lower ground floor rear extension, to accommodate additional ancillary hotel space, and associated works.
Granted October 2017.

17/06175/CONR Planning permission was **Granted** earlier this year, to vary the condition attached to the 2008 planning permission (LBC Ref 08/03440/P) to allow staff accommodation within the news building to be occupied by hotel guests as well as hotel staff.

18/01855/ENV A screening opinion **Issued** (advising that the development the subject of this planning application was not considered to be EIA development).

Land adjoining 2 Fitzroy Gardens

15/02255/P Erection of 2 three-bedroom three storey attached houses; formation of vehicular access and provision of associated parking; provision of bin and cycle stores.
Refused in August 2015 **Allowed** on appeal March 2016.

17/00318/FUL Erection of 2 three-storey three bedroom houses with basements: provision of associated parking
Case Withdrawn and is no longer under consideration

5 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 5.1 The application is acceptable in principle, a view which has been confirmed by the London Mayor at Stage 1.
- 5.2 The proposals have satisfied the sequential test requirements and would contribute positively to the need for additional hotel accommodation in the borough. The scheme would deliver local employment benefits and should contribute positively to the Upper Norwood night-time economy, with hotel guests likely to use local restaurants and bars as part of their stay.
- 5.3 The proposed development would provide minor enhancements to the conservation area and would not harm the setting of nearby listed buildings. Whilst there would be some limited harm to the locally listed building, there are some minor enhancements and on balance the proposal would preserve the significance of the locally listed building.
- 5.4 The overall design successfully integrates the building within the wider context, ensuring that it respects the general character of the area through the use of high quality materials which respond to the historic context. The approach to massing ensures that both the south wing and rear spine elements would not appear overly dominant and would suitably overcome the previous reason for refusal. The appearance of the massing is softened by the use of complementary materials and the

more simplified materials palette (with cues taken from the retained structures) and would suitably reflect the design and form of the original hotel.

- 5.5 The quality of accommodation for future hotel users would be acceptable.
- 5.6 No trees will be lost and those existing will be suitably protected. A landscaping scheme would be delivered as part of the proposals, which should further enhance the surroundings.
- 5.7 The application has demonstrated that the proposed buildings would not have a detrimental impact upon the amenity of adjoining occupiers.
- 5.8 The need for the proposed parking at a provision of 0.42 a room and 5 coach spaces has been evidenced through the submission of a Transport Assessment. Car and coach parking management plans, along with a travel plan and a post development survey will suitably control and mitigate the highway impact. Vehicle manoeuvring would be satisfactory and adequate space would be accommodated to ensure that vehicle drop off will be able to operate efficiently and safely
- 5.9 The development would meet BREEAM level 'Excellent' for the commercial aspect and would offset 35% of carbon emissions above a baseline of the 2013 Building Regulations. Subject to conditions, suitable drainage, overheating, air quality and contamination mitigation/details can be secured.

6. CONSULTATION RESPONSE

- 6.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 6.2 The following were consulted regarding the application:

GLA (Statutory Consultee)

- The principle of expanding the existing hotel and improving the quality of visitor accommodation is supported. The additional 161 rooms would make a welcome contribution towards the London Plan requirements for additional hotel bedrooms. The enhancement of existing provision is also welcomed, especially as the hotel is relatively close to the Crystal Palace National Sports Centre
- The scheme suitably passes the sequential test requirements
- The proposed massing, layout and re-cladding of the existing extensions is appropriate and the proposed south extension would enhance the appearance of the conservation area
- The use of materials (light coloured brickwork and metal cladding) would contrast with the stucco facing and would be in keeping with other buildings in the conservation area
- The proposals to improve accessibility for disabled guests, providing level access via a lift from basement level and via a platform lift to the front of the hotel, should be welcomed. Also support the level of hotel rooms available for guests with disabilities
- Further evidence is required to confirm reasons why PV panels are unable to be installed as part of the development
- Car parking within the basement should be reduced

- Support the provision of 20% active electric charging points within the car parking area, but 20% passive provision should also be provided. The car club space is welcomed and the level of cycle parking is in accordance with London Plan requirements
- The previous £25,000 towards pedestrian environment improvements (signage) remains a requirement and should be secured via the S.106 Agreement. A Travel Plan should also be secured via the legal agreement process.

TFL (Statutory Consultee)

- Trip generation should be amended through the use of on-site surveys and TRICS data – especially as the walk-in trips are likely to be high – with those trips needing to be re-assigned
- It is requested that the applicant investigates the possibility of reducing car parking spaces consistent with the London Plan and the draft London Plan
- Provision of electric vehicle charging points for taxis should be provided in accordance with T6.4 of the draft London Plan
- Further work should be undertaken to identify a dedicated taxi rank on site
- TfL would have preferred space for 7 coaches to be accommodated on site, given existing usage and anticipated daily demand
- Cycle parking levels are supported
- £25,000 should be secured for additional signage – to facilitate improved navigation and wayfinding in and around Upper Norwood District Centre
- Travel Plan should be secured through a legal agreement process and Construction Logistics and Servicing and Delivery should be managed through the imposition of planning conditions.

Historic England – Listed Buildings (Statutory Consultee)

- Historic England raised previous concerns (with reference to the previous application) regarding the loss of buildings and extensions that contribute positively to the character and appearance of the conservation area. They also previously raised concerns about the impact of the large extensions on key views along Church Road. Following initial comments, refinements of the street fronting elements (which improved the relationship with the Victoria hotel building) Historic England confirmed that it had no major concerns.
- Historic England referred to the comments made in relation to the previous proposals (dated 11 September 2017) and the positive moves made by the applicant (including design changes) to overcome previous objections and concerns. This previous letter concluded that whilst some elements (in particular the demolition of the southern wing) were undesirable, Historic England considered the revised scheme to be a significant improvement on the original application.
- Recommended that the application be determined in accordance with national and local policy guidance and that it was not necessary to consult further.

Historic England – Archaeology (Statutory Consultee)

- Recommend No Archaeological Requirement

LLFA (Statutory Consultee)

- No objections but require planning conditions to be attached to any planning permission to require a detail surface water drainage scheme to be submitted and approved – in consultation with the LLFA.

Thames Water (Consultee)

- Recommends conditions and informatives.

North Croydon Conservation Area Advisory Panel (Consultee)

- Massing still detracts from the character and appearance of the conservation area and the amended scheme has not addressed the previous issues and reasons for refusal
- Compared to the previous refused scheme, the reduction in mass is negligible
- The immediate area is characterised by domestic scale of development and the proposed additions would exacerbate the already over-dominant appearance of the hotel
- Overdevelopment of an already excessively large building complex. The hotel is already larger than what would be expected for a local centre
- The proposed new buildings would be detrimental to a valued conservation area by virtue of their scale. Larger is not better
- Concerned about the large number of rooms with inadequate light
- Proposals for the Church Road frontage are of concern, exacerbating the already piecemeal appearance

7 LOCAL REPRESENTATION

- 7.1 The application has been publicised by way of one or more site notices displayed in the vicinity of the application site and through notification of a number of residential occupiers living in the vicinity. The application has also been publicised in the local press. The number of representations received from neighbours, local groups and other interested parties (including elected representatives) in response to notification and publicity of the application were as follows:

Neighbours notified: 91; No of individual responses: 354; Objecting: 302; Supporting: 70 (including a large number of pro-forma letters); Comment: 4

No of petitions received: 0

- 7.2 Representations were received from referring Ward Councillors (former Councillor Wayne Trakas-Lawler and Councillor Pat Ryan) raising the following issues and concerns

- The scheme represents an over-development of the site which is not conducive to the street-scene. Issues of size and massing have not been adequately addressed since the previous proposal was considered and refused by Planning Committee
- On street car parking is already a problem in the area and with parking enforcement already at capacity, the scale of development will make the situation potentially worse. Charging guests to park on site will mean that hotel users will naturally gravitate to using free parking on street that is available locally

- Coach parking will cause traffic congestion leading to disruption of traffic. The parking of 5 coaches in front of the hotel will be detrimental to the street-scene and the conservation area.
- The basement excavation is not viable to construct and may constitute a “stalking horse” to gain consent for a follow up application. The basement car park might well end up being smaller to be more financially viable.

7.3 Councillor Steve O Connell (London Assembly Member) has made representations, raising objections to the proposed development.

7.4 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

AREAS OF OBJECTION

Principle of Use

- No justification for scale of extension and increase in capacity. Sequential test should include Croydon Town Centre. A hotel of this size should be located away from areas where public transport accessibility is low and instead, directed towards town centres
- No need/demand for a large hotel in this location; the hotel does not generate local tourism – coaches full of students will visit Central London
- No impact assessment
- No need for a further budget hotel
- Not convenient for Central London and airports

Design and Heritage

- Design fails to preserve or enhance the environs of the heritage assets
- Extensions do not reflect the same Victorian architectural styles of the immediate area
- Recladding the 1970s extension would only result in minor benefits, bearing in mind that the scale of development is incongruous (in terms of height and massing)
- Scale of building is out of proportion with the neighbouring residential accommodation
- The ugly 1970s extension should be demolished and the hotel made smaller;
- New extension to the south will do nothing to address the current lop-sided effect; the original harmony would not be re-introduced
- The proposed cladding is not respectful of the hotel’s heritage
- Reductions in the height of the east-west spine building would not be sufficient to overcome previous concerns and would remain detrimental to the character and appearance of the conservation area;
- The buildings proposed to be demolished should be retained, as they are in keeping with conservation area character
- Concerned with the quality of the submission and lack of proper heritage analysis
- The addition of more contemporary built structures would not be in keeping with the character of Church Road
- The views of the hotel would be significantly downgraded in view of the proposed coach parking area; detrimental to conservation area character and the views of the locally listed building
- Object to so many rooms with limited light/no light and reliance on light-wells

- Dis-benefits are not outweighed by the benefits of the development
- Inadequate landscaping proposed to mitigate impact of the extensions and coach parking

Scale of Development and Neighbour Amenity

- The proposals would represent over-development – in terms of bulk and mass and the effect of increased scale and activity (generating more traffic movements, noise, air pollution, privacy issues and highway safety concerns)
- A reduction of only 35 rooms (from the previous refused scheme) is not enough
- Increased scale of development not suitably mitigated
- Development is three times above the density guide recommended for a comparable residential scheme
- Overshadowing and loss of daylight
- Overlooking neighbouring residential properties and “Regency Gardens”
- Risks to the structural integrity of adjoining properties from basement. There needs to be further analysis (Phase 2 Basement Impact Assessment) before planning permission is forthcoming
- Extension to the south of the main building will be on made ground – with clay sub soil. Not appropriate in terms of drainage
- No information on management methods for safe and efficient basement construction
- Will increase anti-social behaviour, noise and crime
- Noise and disturbance from operation and construction
- Construction may cause subsidence
- Increased sense of enclosure created

Environment

- Increase air and light pollution (construction and end user phases)
- Impact on water flows
- Wildlife and trees destroyed; concern that basement excavation will affect existing trees and the retention of trees facing onto “Regency Gardens”
- Impact of increased vehicle activity on air quality
- Site already affected by poor levels of air quality and additional traffic movements will make matters considerably worse

Transport

- Increased congestion - Church Road and Crystal Palace Triangle cannot take more traffic – with additional vehicle movements in and out the hotel (servicing, visitor access, coach access)
- PTAL is relatively low and TRICs should not be used. The applicant should understand and apply local characteristics
- Cycle and pedestrian modal share is over stated - in view of hills in the vicinity of the site which will reduce access by more sustainable travel choices
- Highway safety implications associated with poor vehicle manoeuvrability - especially coach movements and the interplay with taxi drop off arrangements
- Swept path analysis is inadequate and the forecourt area will not operate satisfactorily – with issues spilling out onto Church Road
- The Transport Assessment is inadequate
- Travel plan should be submitted and approved prior to the grant of planning permission

- The additional activity on site will be a strain on existing public transport infrastructure

Parking

- Insufficient parking – when considering PTAL levels and the scale of extension and growth of hotel
- Parking will spill into local streets – preventing residents from accessing forecourt parking area
- Local residents drive around trying to find a parking space
- Charging for car parking will mean that visitors will park on street to avoid charge
- On site car parking should be free for all users
- London Plan states that more than 5 coach parking spaces is required (1 coach parking space per 50 bedrooms)
- No support for CPZ – as residents would need to pay to park outside their houses

Other

- Litter problems will increase
- Inadequate consultation with the applicant prior to submission, with debate and agendas strictly managed by public relations consultant to avoid proper discussion on the planning application (COMMENT: The extent of pre-application consultation and how it is managed is a matter for the applicant. The application has been advertised by the Council in accordance with requirements).
- Concerned that the site will continue to be a budget hotel attracting EU school parties and building contractors – or potentially hostel accommodation
- No evidence that those staying in the hotel will make use of Crystal Palace Triangle and contribute to the local economy

Non-material issues

- Impact on house values (OFFICER COMMENT: This is not a material planning consideration)
- Health, safety and assurances regarding construction works (OFFICER COMMENT: This is not a material planning consideration and separate legislation controls this – although planning conditions are recommended)
- Poor reputation of operator (OFFICER COMMENT: This is not a material planning consideration)
- Hotel management/Euro hotels group has not been receptive to issues previously raised with them (OFFICER COMMENT: This does not relate to the application submission and is not a material planning consideration)

AREAS OF SUPPORT

- More life offered to Crystal Palace – promotes the increase in jobs in the area of Crystal Palace and Upper Norwood
- Supports improvements to the hotel offer – as it does not currently meet the required standards expected for clients wishing to stay. Look forward to standards improving – to be more attractive to overseas clients.
- The sachem will bring more jobs to the borough (at London Living Wage);
- The area has close associations with the historic development of South London and the architecture of the old Crystal Palace
- Systemic contribution that benefits the area and residents who live in Crystal Palace

- The plans present an opportunity to significantly improve the hotel's accommodation and enhance the building's heritage assets
- Likely to support increased capacity at Selhurst Park – once the capacity of the football ground has been completed
- The development has the potential to provide 100 new jobs – with an annual spend to surrounding businesses of an estimated £2.3 million.

PROCEEDURAL ISSUES

- Why would Croydon Council even consider any of their development applications (OFFICER COMMENT: If someone submits a planning application in the proper way, as is the case in this instance, the Council has to process/deal with it. In the vast majority of cases, the Council is unable to refuse to validate and determine a planning application.)
- The hotel is buying properties in the local roads (OFFICER COMMENT: This is not relevant to the application submission)
- Further community engagement should have occurred in pre-app (OFFICER COMMENT: The applicant engaged with residents at pre-application stage. The application has been advertised by the Council in accordance with requirements).

8 RELEVANT PLANNING POLICIES AND GUIDANCE

8.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan (2018) and the South London Waste Plan 2012.

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

- Building a strong, competitive economy
- Ensuring the vitality of town centres and requiring sequential tests
- Promoting sustainable transport
- Requiring good design.
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment

8.3 There is a new draft London Plan that is currently out for public consultation which was concluded on the 2nd March 2018. The GLA current program is to have the Examination in Public into the Draft London Plan in Autumn 2018, with the final London Plan published in Autumn of 2019. The current 2016 Consolidation Plan still forms part of the adopted Development Plan and is a primary material consideration. However, the Draft London Plan is a material consideration in planning decisions although its weight will increase as it moves through to the process of adoption. At present the Draft London Plan is considered to carry minimal weight.

8.4 The main policy considerations raised by the application that Planning Committee is required to consider are:

Consolidated London Plan 2016 (LP):

- 4.5 London's visitor infrastructure
- 4.12 Improving opportunities for all
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide emissions
- 5.3 Sustainable design and construction
- 5.4A Electricity and gas supply
- 5.6 Decentralised energy
- 5.7 Renewable Energy
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.15 Water use and supplies
- 5.18 Construction, excavation and demolition waste
- 6.3 Effects of development on transport capacity
- 6.8 Coaches
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.9 Heritage led regeneration
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.21 Trees and Woodland
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

Croydon Local Plan (2018)

- SP1.1 Sustainable Development
- SP1.2 Place making
- SP1.3 Growth
- SP3.8 Employment – Development of visitor accommodation within Croydon Metropolitan Centre, District Centres and Local Centres
- SP14 Employment and Training.
- DM8 Development in Edge of Centre and Out of Centre Locations

- SP4.1-4.2 Urban Design and Local Character
- SP4.11-13 & 14 Character, Conservation and Heritage
- DM10.1 - 10.11 Design and Character
- DM13 Refuse and Recycling
- DM14 Public Art
- DM18.1 -18.9 Heritage Assets
- SP6.1 Environment and Climate Change
- SP6.2 Energy and CO2 Reduction
- SP6.3 Sustainable Design and Construction
- SP6.4 Surface water drainage, flood risk and SUDs
- DM23 Development and Construction
- DM24 Land Contamination
- DM25 Sustainable Drainage Systems
- SP7.4 Biodiversity
- DM27 Protecting and Enhancing Biodiversity
- DM28 Trees
- SP8.3-8.4 Development and Accessibility
- SP8.6 Sustainable Travel Choice
- SP8.13 Motor Vehicle Transportation
- SP8.15-16 Parking
- DM29 Promoting Sustainable Travel
- DM30 Car and Cycle Parking

8.5 There are relevant adopted Conservation Area Character Appraisals and Management Plans as follows:

- Conservation Area General Guidance
- Church Road Conservation Area Appraisal and Management Plan

9 MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning issues raised by the application that the Planning Committee is required to consider are as follows:

1. Principle of development
2. Impact of the proposal on the townscape, visual amenities and heritage assets
3. The impact on adjacent occupiers
4. Transport
5. Environment
6. Other planning issues

Principle of Development

Provision of Additional Hotel Accommodation

9.2 Policy 4.5 of the London Plan (2016) as consolidated, states that visitor economies should be supported and their growth encouraged whilst seeking to improve the range and quality of hotel provision (especially in Outer London areas). The strategic target is set to provide 40,000 net additional hotel bedrooms by 2036. It also advises that at least 10% of hotel accommodation should be suitably planned for wheelchair users.

- 9.3 According to the GLA's Hotel Demand Study (2006), around 750 net additional hotel rooms are required to support LB Croydon projections (2007-2026). The Croydon Local Plan – Policy SP3.8 advises that the Council will promote and support the development of visitor accommodation within Croydon Metropolitan Centre, District Centres and Local Centres. Policy SP3.9 states that Croydon Metropolitan Centre will remain the principal location for hotel activity in the borough.
- 9.4 Over recent years, the operators of Queens Hotel have been keen to refurbish and modernise facilities, not only to attract higher levels of custom but also to establish and re-invigorate the hotel offer. Over the last year, the hotel has invested in modernising guest rooms and front of house and dining/breakfast areas in an attempt to enhance the visitor experience. Officers acknowledge the level of demand for accommodation in this location and it is clear that the current average level of occupancy (which has been confirmed at around 85%) is relatively high which bodes well in terms of the likely take up of further guest accommodation should planning permission be forthcoming. The hotel is aiming to capitalise through a re-branding exercise and the alterations and extensions would address the current issues facing the existing facility; which suffers from poor internal layout (caused by successive extensions and historic alterations/interventions). The proposed enhancements and general uplift in quality should deliver real benefits to the local area. Notwithstanding the level of objection raised by local residents and doubt that the local area will benefit from the level of investment envisaged, officers are satisfied that the proposal is a real opportunity to deliver enhancements to the existing hotel offer and should allow hotel to maintain and enhance its market share. Delivering a range of good quality hotel accommodation will raise the existing quality of the hotel, draw in new custom and subsequently boost spending capacity and investment in the local area.
- 9.5 The applicant has demonstrated that 10% of the proposed hotel rooms would be suitable sized to accommodate wheelchair users.

Sequential Test Considerations

- 9.6 The NPPF advocates a sequential approach when considering proposals for “town centre uses” (including hotel development) and advises that preference should be given to town centre sites and then edge of centre and then finally, out of centre sites (only if sequentially preferable sites are not available). The Guidance advises that preference will be shown where locations are accessible and well connected to the town centre. Crucially, demonstrating “need” is not required by planning policy.
- 9.7 Croydon Local Plan (2018) Policy DM8 advises that arts, cultural and leisure uses (again including hotel accommodation) should not be accommodated on edge of centre or out of centre locations unless sequentially preferable sites are neither suitable nor available. Where only edge of centre or out of centre sites are available and deliverable, they should be well connected to the town centre.
- 9.8 The Queen's Hotel is recognised as a “town centre use” and the Church Road site is considered to be an edge of centre location, albeit being situated reasonably close to the boundary of the Crystal Palace and Upper Norwood District Centre. A sequential test has been submitted which has assessed seven sites within the Crystal Palace and Upper Norwood District Centre. Officers support the limited extent of the sequential test exercise in this particular case, bearing in mind that the applicant currently operates in the vicinity of Crystal Palace and Upper Norwood and that the proposed development seeks to respond to the need for greater guest accommodation in the

Crystal Palace area. Consideration of alternative centres would not have met this specific need; relocation or annexation to smaller, more central sites would not have been able to deliver the quantum of floorspace sought by the applicant. It is also relevant that the Crystal Palace and Upper Norwood District Centre (a short 5-minute walk from the existing hotel) is well served by public transport (with a PTAL of 5 and 6a).

- 9.9 The submitted sequential test reviewed 7 sites in and around the Crystal Palace and Upper Norwood, all of which were considered to be unsuitable and/or unavailable to accommodate the proposed development. Officers accept these conclusions and are satisfied that the sequential test requirements have been met. The London Mayor is of a similar view. The sequential test has embraced the need for the developer to consider scope for flexibility of provision. Hotel guests should reasonably expect dining and entertainment facilities to be provided on site as part of their hotel experience, rather than annexed away from bedroom spaces. This also reflects a general preference to enhance existing facilities on the existing site, rather than provide satellite accommodation away from the main hotel complex.
- 9.10 The previous 2014 grant of planning permission (LBC Ref 14/03472/P) for an extension to the existing hotel (an additional 24 rooms) utilised the same sequential test methodology as currently advocated; as did the previous 2017 proposals. In both instances, the approach was found to be acceptable and in accordance with policy requirements.

Economic Benefits of Hotel Expansion

- 9.11 The proposed expansion will be accompanied by a number of associated employment and training benefits. It is envisaged that the proposals will generate an additional 99 jobs (across a range of managerial, clerical and day to day hotel maintenance staff) and the applicant has agreed to fully embrace Policy SP3.14 of the Croydon Local Plan (2018) which seeks to secure opportunities for employment and skills training to help the Council secure a minimum level of local employment (construction and end user phase). This will be secured through a planning obligation to deliver a financial contribution to support the Council's job brokerage service alongside non-financial strategies to ensure local people have the best opportunity to successfully compete for the various jobs on offer.
- 9.12 Whilst local residents have raised doubts over the scale of benefits of hotel expansion to the local economy, as the Crystal Palace and Upper Norwood District Centre is in easy walking distance from the Queens Hotel, it is inevitable that those staying at the hotel will be tempted to make use of the night-time activities (restaurants, bars and public houses) available locally. Hotel guests will be visiting Central London on a regular basis, although there will be occasions when guests would prefer to make use of local facilities as part of their stay.

Impact on Townscape, Visual Amenities and Heritage Assets

- 9.13 The application site is located within the Church Road Conservation Area and the Queens Hotel is a locally listed building. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a general duty regarding conservation areas and requires the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that the Council has

special regard to the desirability of preserving the settings of listed buildings and features of special architectural or historic interest.

- 9.14 The Conservation Area General Guidance SPD (April 2013) states the Council will pay specific attention to the quality of the proposal and how the design understands, respects, complements, interprets and enhances the conservation area's special character and appearance. In addition, extensions to historic buildings must be designed to complement the character of existing buildings and where appropriate, architectural detailing should be repeated or reflected in the design and detailing of any extensions.
- 9.15 A Heritage Statement has been prepared to support this development, recording the history and development of the Queens Hotel and providing justification for the proposed works.

Heritage

- 9.16 The Queen's Hotel is a locally listed building within the Church Road Conservation Area. It is identified in the Conservation Area Appraisal and Management Plan as a landmark in the area, due to its historic character and large scale and massing. The current proposal seeks to overcome one of the two previous reasons for refusal which focussed on the scale of development proposed and the extent to which it failed to preserve or enhance the character and appearance of the conservation area.
- 9.17 The Conservation Area Appraisal sets out the history of the site and identifies some of its significant attributes. The document contains limited analysis of the rear wing, which was in place by 1896 and which is proposed to be demolished as part of the proposed development. Similarly, it does not highlight the significance of the southern-most single storey element of the front elevation (also proposed to be demolished). It identifies the significance of the main façade in relation to the conservation area/townscape, but not as a locally listed building in its own right.
- 9.18 Notwithstanding this, the hotel is of historic significance due to its association with the relocation of the Crystal Palace nearby and the major impact this had on the affluence and development of the area. The principal architectural interest of the locally listed building lies in the historic elements of the main elevation. This is also the element that is most prominent in the townscape and thus makes the greatest contribution to the character and appearance of this part of the conservation area. As demonstrated by the Heritage Statement, the building has developed in a piecemeal fashion over a period of time which forms part of its significance and is evidenced by the numerous buildings on different planes incorporated within the site.
- 9.19 It is evident that the frontage building previously displayed greater symmetry, which was lost in the 1950s and 1970s following the removal of the south wing to fire and the erection of the 1970s extension to the north. The overall approach adopted by the applicant as part of these proposals has been to remove/modify a range of previous unsympathetic alterations and additions to the building and to try and re-introduce a more symmetrical and proportionate solution to the Queens Road frontage whilst exploring opportunities for a more expansive east-west spine building (whilst still taking an architectural cue from the retained structures).
- 9.20 The built elements of the existing east-west spine building incorporate numerous phases of development which are mostly of little architectural interest although it is

appreciated that some elements, such as the building with bay window visible from Fitzroy Gardens, had of some limited interest. The various changes in levels, the inability to secure access across all floors by disabled guests and staff members and the general inefficiency of the space available renders the existing spine building limited in terms of its overall utility. The building at the very least, only represents evidential interest in what it might reveal about past use of the site and through its association with the existing hotel. The buildings have also been much altered and relate poorly to each other in urban design terms, which limits their overall significance. Officers are satisfied that the removal of this built element can be supported, albeit subject to the quality of the replacement structure.

- 9.21 Notwithstanding the above, it is recommended that if planning permission is forthcoming, a planning condition should be imposed to require a survey of the building to be removed. The record should include further analysis of the uses and significance of the different buildings and areas, alongside a photographic survey of the site. A copy of the resultant report should be submitted to the local archive to be made available to the public.
- 9.22 The wall and associated structure towards the rear of the site (backing on to Wakefield Gardens) forms part of a building identified in the Heritage Statement as a 'mews building'. The scheme proposes to retain a significant part of this structure - especially the part of the building that backs onto the rear gardens of Wakefield Gardens properties which will continue to provide guest and staff accommodation. The previous Planning Inspector's decision on the planning application determined in 2003 (LBC Ref 03/0366/P) described the "mews building" as moderately attractive and of generally solid appearance. This building does retain some evidential interest and its partial retention is supported. A condition is recommended to require a method statement to control the removal of the glazed courtyard roof and the eastern element of the mews structure, with the retained elements suitably protected.
- 9.23 Part of the significance of the Queen's Hotel lies in its multiple phases of development which are evident in the built fabric. This character, alongside evidence for a former south wing on the same site, justifies the acceptability in principle of an extension to the south. The single storey arcade element forms part of the original hotel building and would be demolished as part of the proposed extension. It is recognised that the loss of this element does cause some harm to the locally listed building, although it is acknowledged that its significance has been eroded through previous alterations and loss of symmetry throughout the building's history.
- 9.24 Officers are satisfied that the scheme proposes a number of significant improvements to the front of the building that would enhance the character and appearance of the conservation area and the locally listed building. Partial removal of an unsightly addition at roof level above the main entrance area and the replacement of the current canopy are both positive changes. Furthermore, the reduction in the overall mass (removing roof canopy) and the re-cladding of the 1970's element alongside the re-landscaping of the hotel forecourt are also welcomed.
- 9.25 The proposed dining room (which has already received separate planning permission) would sit above an existing extension and although the existing tripartite windows to the rear elevation would be removed, the more contemporary appearance of the extension would be sensitive to the locally listed status of the existing hotel.

- 9.26 Following on from the previous reason for refusal, the applicant has re-considered the elevational treatment of the southern wing which now focusses on brick facades with deep window reveals, stone effect window surrounds and a set-back metal clad top floor. A similar treatment is proposed for the recladding of the north wing. Links to the existing retained structures would be formed by recessed glazed elements to ensure that the historic fabric continues to stand proud when viewed from Church Road, with the wing elements representing a more contemporary and sympathetic take on more traditional building proportions and architectural styles.
- 9.27 Four listed buildings that front onto Church Road (Beulah Villa, Westow Lodge, Rockmount and Rosebank) and 11 locally listed buildings are identified in the vicinity of the proposal. Although the proposed new south wing would be visible in the setting of these listed buildings (particularly to the immediate south of the site) the scheme would not have a harmful impact on their setting. The nearest locally listed building is located to the north of the site on the neighbouring plot closest to the proposed improvements to the 1970's extension which, as raised above, would be enhanced. The setting of all the surrounding locally listed buildings along Church Road would not be harmed and the general surrounds would be preserved.
- 9.28 The parking of potentially five coaches within the forecourt of the hotel will have some detrimental effect on the setting of the locally listed building, the Church Road street-scene and the wider conservation area. However, it is worth noting that coaches will not always be parked in front of the hotel (with guests being transported during the day) and the parking of 5 coaches immediately in front of the hotel range will therefore represent "worst case". It also needs to be recognised that there were firm expectations (as previously raised by Planning Committee) that the hotel should seek to accommodate coach parking requirements on site. Whilst it is unfortunate that there will be occasions when coach parking might well dominate the views of the hotel, this would be mitigated to a certain extent by the general façade improvements and through the introduction of a subtle lighting scheme – to ensure that the hotel presents itself to Church Road in the best possible light.

Layout, Height, Scale and Massing

- 9.29 In many ways, it was the overall height, scale and massing of the previously proposed east-west spine building and the proposed south wing (linked to elevational treatments) that caused most concern as part of the previous reason for refusal. There was previous concern about the overall dominance of the south wing and the east-west spine building and their impact when viewed from Church Road, from within Regency Gardens and neighbouring residential properties.
- 9.30 Demolition and rebuilding of the rear wing would provide a consistent and improved relationship with the main building in urban design terms. The height of the current proposed east-west spine building has been reduced (especially as site topography drops from east to west) and whilst objectors to the scheme feel strongly that the changes are minimal and do not overcome the previous reasons for refusal, officers feel that the scale of development and the relationship with the neighbouring Regency Gardens (removing a floor of accommodation off the two western-most elements of the east-west spine building and associated elevational adaptations) has been significantly enhanced. The amended east-west spine building would maintain subservience to the main Church Road hotel range and would suitably overcome the previous reasons for refusal. Again, the façade design has been simplified to focus almost exclusively on brick detailing (two tone), deep window reveals and artificial stone window surrounds

with a more vertical articulation and enhanced rhythm to the north and south elevations.



- 9.31 The building would also sit below the height of the main building and would step down towards the boundaries of the site. The topography would help reduce the impact of the replacement building and the proposed gap between the main building and the rear building would assist in the degree of separation and subordination. Views of the rear extension from Church Road (where the extension would be viewed in association with the main elevation of the locally listed building and in the conservation area) would be limited.
- 9.32 There would be views of the proposed spine building from Fitzroy Gardens (particularly the Fitzroy Gardens spur) and from the adjacent "Regency Gardens"; the latter of which is located within the conservation area. The reductions in height and mass would lessen the visual impact of the proposed east-west spine building to a significant extent when viewed from these two locations. In view of the extensive tree coverage close to the boundaries of the application site and the overall design quality of the proposed development, officers are satisfied that the scheme would provide an appropriate backdrop to "Regency Gardens" and the Fitzroy Gardens properties and should respect the existing character of this part of the conservation area.
- 9.33 The elevational/façade amendments to the proposed south wing has significantly enhanced the appearance of that part of the scheme and alongside the enhancements to the appearance of the existing north extension and the removal of inappropriate roof additions, officers consider that the scheme satisfactorily addresses the need to preserve or enhance the character and appearance of the conservation area and the setting of other heritage assets. The elevational changes have enabled greater sense of verticality which should help improve the perceived mass in relation to the retained hotel range. The actual mass would be further reduced by the setting back of the existing top floor (above the main central section of the building and at the top of the 1970s extension) with the canopy being removed. The 1970's part of the building is

identified as out of keeping with the conservation area (as identified in the CAAMP) which also detracts from the locally listed building. The stairwell on this side of the proposal has also been reduced down in height through the revisions to the scheme, which should be welcomed and supported. Whilst this stairwell should ideally be recessed and the top floor completely removed from the 1970's extension, the setting back of top floor elements should enhance the situation

Design and Appearance

- 9.34 The proposed design of the south wing and re-clad north extension would suitably relate to the rhythm and proportion of the existing building and are therefore considered appropriate. The set-back section at the junction of the existing building and proposed extension would allow the historic building to remain prominent and the quoins to remain uninterrupted.



- 9.35 The simplicity of the design of the new brickwork (but with architectural references to the retained structures) would be entirely appropriate although it is crucial that this detail and design quality is followed through on site. It is therefore considered necessary and reasonable to require large scale sections and details of the proposed new elements to be submitted for approval to ensure that appropriate design quality and scheme detailing is delivered on site.
- 9.36 Removal of the existing canopies to the front elevation is welcomed. Large scale details are required of the proposed entrance canopy, which can be secured by condition.
- 9.37 It is noted in the Heritage Statement that the rainwater goods and service runs will be rationalised. In principle this is welcomed, subject to details to ensure appropriate rationalisation and that the works do not remove any historically significant rainwater goods. Details could be provided by condition.

Materials

9.38 The selection of brick and metal roof cladding represents an appropriate and sympathetic materials palette which retains a clear contrast with the historic building – but with some architectural references suitably represented. A planning condition would be required to ensure that all the materials are of appropriate quality and that the tone and warmth of the materials complements the existing building.

Landscaping and Trees

9.39 The proposals include introduction of greater soft landscaping to the forecourt which is supported.

9.40 Whilst the forecourt is expected to accommodate a number of functions (including coach parking and coach/taxi drop off) the areas of soft landscaping should help mitigate the effects of these interventions (especially adjacent to the Church Road frontage and in the vicinity of the main pedestrian entrance into the hotel reception). Efforts have been made to de-clutter the existing forecourt area and it is important that the re-landscaping of the area utilises high quality materials – which will be secured through use of a planning condition.

9.41 This more simplified space should work well with improved circulation whilst still accommodating a car club bay. The reduced clutter and increased soft landscaping represents an improvement and would enhance this frontage of the site (notwithstanding the implications of coach parking on the views of the hotel from Church Road).

9.42 Retention of the front boundary wall is appropriate. Widening of the proposed vehicle entrances are limited to the minimum necessary. Details in relation to a lighting strategy and installations used can be secured by condition.

Summary

9.43 This is already the largest and most prominent building in the conservation area and despite alterations, the building range has retained its overall integrity and legibility as a hotel, dating back to the 1850s. Taken together, the works proposed for the main frontage are well subordinated and differentiated compositionally and officers consider that the extensions and alterations would preserve the significance of the locally listed components that form the centrepiece of the Church Road elevation.

9.44 The development would not undermine or diminish the quality of the building and would enhance the appearance from Church Road. The extensions to the rear have been reduced in scale and bulk, with a simplified external treatment (compared to the previous refused scheme) and would remain sufficiently subservient in relation to the existing buildings and would not appear harmful or overbearing. Moreover, they would be significantly obscured by trees situated within the large neighbouring private communal garden.

9.45 The contemporary architectural treatments have interest and would be finished with high quality materials. A number of improvements to the central frontage building have also been made, along with an improved area to the front of the building. The overall finish is one that works well with the building and preserves and enhances the character and appearance of the conservation area. Any harm (which in any case would constitute less than substantial harm) would be outweighed by the following benefits of the scheme:

- Employment and wider regenerative benefits associated with the proposal (jobs and additional spend)
- The rationalisation of the existing hotel range, the recladding of the 1970s extension and removal of previous canopy structures
- Delivering a more sustainable future for the hotel and enhanced hotel guest facilities (including enhanced disabled access and provision)
- High quality design and elevational/landscape treatment

9.46 The scheme as proposed contains a number of subterranean rooms with partial windows, light-wells and some windowless as identified in the table below.

	Existing		Proposed			
	Existing	% of total existing rooms	Existing retained	New build	Total proposed	% of total proposed rooms
Rooms with no windows	39	12%	43	33	78	15%
Rooms with lightwells	0	0%	0	33	33	7%
Rooms with partial/obscure windows	39	12%	31	0	31	6%
Rooms with full windows	256	77%	156	199	355	72%
Total	334	100%	230	265	495	100%

9.47 Although the hotel does have a number of rooms that are not full windows, there are currently no policies that seek to protect amenity of occupiers in hotel accommodation. Furthermore, the applicant has previously provided officers and Members of Planning Committee the opportunity to view windowless rooms of a similar size in the existing hotel. Officers found the accommodation acceptable in terms of overall design quality.

9.48 These proposals will deliver a net increase of 161 new hotel rooms across a range of accommodation formats. 64 of the additional rooms will be specified as 'family rooms' and will have a slightly larger layout than the remaining rooms which is welcomed.

Landscaping and Trees

9.49 No trees are to be removed and the proposed development has been designed to avoid conflicts with retained and neighbouring trees. Subject to suitable tree protection measures, which can be secured by condition, the proposals would be acceptable in relation to existing trees in and close by to the site. A landscaping scheme, with new tree and shrub planting is proposed, which would greatly increase levels of landscaping within the site.

Amenity Impact on Neighbouring Occupiers

Privacy and Visual Impact

- 9.50 The proposed extension on the south side of the building would be removed from 124 Church Road by 20.5 metres and separated by Fitzroy Gardens. Whilst there are some flank windows that would face onto this neighbouring property, these would be secondary and corridor windows and could be obscure glazed to prevent any loss of privacy. The distance would be sufficient to prevent any harmful loss of outlook or visual intrusion.
- 9.51 2 Fitzroy Gardens and the recent permission (granted on appeal) for residential development adjacent to 2 Fitzroy Gardens would be orientated so that outlook and intrusion would be limited. However, there would be windows facing these garden areas at a distance of 8.5 metres and 14.5 metres respectively from the adjacent plot and 2 Fitzroy Gardens respectively. The distance would be 1.5 metre closer than the previously approved south extension (LBC Ref 14/03472/P). Whilst it is appreciated that there would be 5 storeys of accommodation and 5 windows per floor facing onto these garden areas, there would be no direct window to window over-looking and the distance would be sufficiently comparable to that previously found to be acceptable and would not be sufficient to warrant a reason for refusal.
- 9.52 18 Fitzroy Gardens is located to the south of the rear part of the building. With the reductions in height to the western-most element of the east-west spine building, the hotel at this point would be of a similar height to Fitzroy Gardens properties (ridge height) and would not extend beyond rear building line 18 Fitzroy Gardens. There is a tree between the front of this neighbouring property and the hotel, which helps to obscure the buildings from each other. The development would be at an angle from this neighbouring building and separated by 10 metres which should ensure a suitable relationship, thereby minimising visual intrusion. 18 Fitzroy Gardens has habitable accommodation at first and second level, although these windows do not have a direct relationship to the proposed building (being perpendicular to the proposed east-west spine building) which would therefore limit overlooking to a significant degree. It is considered that there is no need to obscure glaze windows in the vicinity of this neighbouring property.
- 9.53 The existing “mews building” would be retained alongside the boundary with the rear gardens of 7-15 Wakefield Gardens. Existing relationships would be maintained and the windows present on this boundary are obscure glazed, which will be retained as such in the future. This will be secured through use of a planning condition. The proposed basement is proposed to be excavated approximately 22.3 metres from this property boundary.
- 9.54 The extension to the rear of the building would, in part, extend northwards towards Silverton Cottage. This northwards projection would in effect step down from 3 to 2 storeys, sited 11 metres from Silverton Cottage. Given the distance, height and orientation, the outlook from this property would not be significantly adversely impacted. Other than corridor windows which can be obscure glazed, there would be no flank windows on this part of the extension. Significant overlooking would therefore not occur and restriction of roofs as terraces would also limit potential for overlooking and general disturbance.

- 9.55 The dining room extension would be sufficiently removed from the neighbouring house plots for there to be no loss of outlook or privacy, particularly as the addition would not be in direct alignment and screened by vegetation. Whilst this extension would face towards Regency Gardens, the windows would be screened up to a height of 1.4m which would be acceptable given the nature of the dining room use and communal neighbouring land. Subject to a condition securing the obscured screening no harmful overlooking is envisaged.
- 9.56 Window to window separation between the proposed east-west spine building and the rear elevations of 2-16 Fitzroy Gardens would be around 40 metres which would be acceptable in terms of maintaining acceptable levels of privacy. It is appreciated that there will be some overlooking of "Regency Gardens", but this would be mitigated to a certain extent by existing vegetation and tree coverage to the northern boundary of the communal garden area. In short, there is no justification for obscure glazing to proposed hotel windows and a refusal on the basis of loss of privacy to the garden area would not be sustainable on appeal.

Daylight and Sunlight

- 9.57 All the adjoining properties have been subject to a daylight (109 windows), sunlight (67 windows) assessment. The report clearly demonstrates that there is no harmful impact of the development on the nearest residential properties to the site. In addition, the large open amenity space to the south would have a minimum of 2 hours of sunlight on 21 March over at least 80% of the analysed space and therefore would comply with guidance. This is due to the majority of proposed structures being sited to the north of the majority of neighbouring properties and the communal garden area.

Noise

- 9.58 It is appreciated that an increase in floor space and additional hotel accommodation will increase the potential for noise and disturbance, particularly from additional comings and goings. A noise assessment was submitted in support of the proposed development which recommends the use of planning conditions to control the fixed plant noise impact. In terms of noise impact the Council's Environmental Consultant has raised no objection to the proposals and is satisfied that noise can be suitably contained and/or controlled.
- 9.59 Whilst there are limited details regarding the proposed ventilation system, neighbouring occupiers are well removed from the dining area and on that basis a condition to secure details prior to any installation would be acceptable.

Basement Impact Assessment

- 9.60 A Basement Impact Assessment was submitted alongside the previous planning application (back in 2017) which has been submitted again, in support of these amended proposals. At the time, the document was reviewed by the Council's Building Control team. The report is effectively a structured first stage risk assessment and as such, the report sufficiently captures the issues and consequently, there is no need to require further details to be investigated at this stage of the process. A condition is recommended that secures a suitably qualified chartered engineer with membership of the appropriate professional body to inspect, approve and monitor basement excavation works. The appointed building control body would have no control over the temporary support and construction methods employed by the developer. Such works

would need to be influenced and governed by separate legislation (Party Wall Act, Construction Design and Management Regulations, Health and Safety issues and Civil Law).

Transport

- 9.61 The site is located in an area with a PTAL rating of 3, which is moderate and is also well located in terms of accessibility to services and facilities available in Upper Norwood District Centre.
- 9.62 The application is supported by a Preliminary Construction Management Plan and a Transport Assessment, which includes a Car Park Management Plan, Coach Management Plan, Delivery and Service Plan and Framework Travel Plan.
- 9.63 The proposed expansion would increase the number of hotel rooms to 495 rooms and provide a total of 207 parking spaces (0.42 spaces per room). The current car parking ration is 0.2 car parking spaces per room and the previously refused scheme proposed a car parking ratio of 0.32 which was found to be inadequate by Planning Committee and was subsequently previously refused on that basis. The increase in the level of car parking seeks to deal with previous concerns and it is worth noting that the level of provision goes well beyond what would normally be expected and TfL and the London Mayor (in his Stage 1 response) encourages the applicant to investigate a reduction in on site car parking. With this in mind, officers feel that the level of car parking proposed to support this development is acceptable and would be concerned if insufficient car parking continues to be sited as a potential reason for refusal, bearing in mind the overarching policy to limit reliance on the private car. Car parking for disabled guests would be suitably accommodated in accordance with required standards and full provision of vehicle charging spaces can be delivered through the imposition of planning conditions. Space would also be accommodated within the basement to accommodate van parking.
- 9.64 Whilst the London Plan Policy 6A.8 does not set maximum parking standards for C1 land use, sites located in areas with PTALs between 1 and 3 should be consistent with policy objectives to reduce congestion and traffic levels. Whilst it is recognised that the level of parking provision could be considered excessive, given that the proposal is a more conventional hotel marketed towards tourists and business travellers, a greater turnover of rooms might well be expected. This, coupled with the potential impact on on-street parking stress, as highlighted by local residents, justifies a higher levels of on-site car parking.
- 9.65 The charging for parking on site has been an issue for local residents with concern that charging for parking would encourage guests to park on street – thereby avoiding the car parking charge levied by the hotel operator. Charging for on-site hotel parking is a common occurrence across London and in many urban situations where limited on street car parking is available and/or where on street car parking charges are commonplace. The charging for car parking currently operates as part of the existing hotel operation and officers are satisfied that with a Car Parking Management Plan in place, which would be a planning condition requirement, on and off- street car parking can be properly managed and controlled. There have been situations where on street van parking has been an issue for local residents and the current position, as confirmed by the applicant, is that guests wishing to park vans on site will be able to do so in dedicated van parking bays without charge – thereby ensuring that van parking is

contained on site. There is also space within the front forecourt area for taxi drop off and a car club space, which is welcomed.

- 9.66 Whilst it is appreciated that residents might not agree to a Controlled Parking Zone being instigated in the immediate area, it is still considered prudent to require monies from the applicant (as part of a S.106 Agreement) to further investigate the need and desire for a Controlled Parking Zone (if necessary) in the vicinity of the site and in Upper Norwood more widely. The Council's Parking Services have viewed the proposals and suggest that 12 months post completion is a suitable time to conduct the post development surveys and that £20,000 is a reasonable financial contribution for works to be completed if required.
- 9.67 The TA provides vehicle trip generation details for the proposed expansion and it is clear that the level of increase would not be significant in terms of impacting on the surrounding road network.
- 9.68 In response to previous concerns raised by Planning Committee and local residents and as inferred by the previous reason for refusal, the applicant has elected to increase the level of on-site coach parking; with the plans indicating space within the forecourt area for 5 coaches at any one time. Whilst TfL has advised that they would prefer space for additional coach parking, it is clear that there would be insufficient space for further coach parking which in any case would further harm the views of the hotel from Church Road. The London Plan advises that a hotel of the size envisaged would require 10-11 coach parking spaces which, in the vast majority of situations, would not be achievable and would not represent best use of previously developed land. Officers are satisfied that the 5 coach parking spaces would suitably cater for the likely demand from coaches visiting at any one time. A preliminary Coach Management Plan was submitted in support of the planning application which sets out the system for booking coaches in to ensure that a space is always available. The Plan also identifies available sites where coaches can park off-site once passengers have been dropped off (Elm Nursery Car Park, Mitcham; Camberwell Bus Garage and Stockwell Bus Garage) A vehicle swept path analysis has also been provided to show that coaches can exit and enter the site in forward gear and manoeuvre within the site (although it is accepted that there is some potential conflict when coaches wish to leave the site when taxis are dropping off and picking up). It is also important that on site coach parking is properly managed on a day to day basis (linked to the Coach Management Plan). However, officers are satisfied that this conflict will only be an issue on a very limited basis and should not cause significant issues on the highway, with any conflict being manageable on site by the hotel operator
- 9.69 The proposals require the provision of a new vehicular access which will in turn require the modification to/loss of an on-street parking bay (4/5 spaces). Whilst no plans have been submitted to indicate how this will be modified or removed, the loss of these spaces is acceptable in principle; particularly given that the removal of spaces should aid the free flow of traffic along Church Road. The details of the changes would be secured via highway agreements (S.284 and S.278) and a Grampian condition can ensure that these are entered into.
- 9.70 A service yard is located to the rear of the site and a vehicle swept path analysis of this area has been provided indicating that vehicles can enter and leave in a forward gear. The Delivery Service Plan provides detail of the frequency of service vehicle trips and justifies the single bay provided – which will be delivered through planning conditions.

- 9.71 A cycle store for long stay parking of 20 cycles is provided to the west of the site and stands for 12 short stay cycle spaces to the east adjacent to the main entrance to the hotel. This complies with the standards set out in the London Plan and is therefore considered acceptable.
- 9.72 A Framework Travel Plan and a Preliminary Construction Management Plan have been submitted and the structure of both documents are acceptable. Full and final versions will be secured by condition when further details such as the contractor are known. A full Construction Logistics Plan will also be secured by condition.

Environment

Sustainability

- 9.73 The applicant submitted an energy assessment which evidences that the development follows the Energy Hierarchy (Be Lean, Be Clean, Be Green). Through energy efficiencies, CHP and air source heat pumps, the resultant expected savings equate to an on-site reduction of 851 tonnes of Carbon Dioxide per annum, this equates to 61% savings against a mixed 2013 Building Regulations and existing building baseline compliant scheme. This presents an acceptable approach to carbon reduction and would be compliant with the London Plan target of 35% for non-domestic buildings. Documents have also been submitted to show that BREAAAM Excellent is achievable. Notwithstanding this, it is considered appropriate to include conditions that will require the submission of a report showing the target has been met together with the SAP and EPC Certificate(s), detailed evidence of the CHP installed and any evidence of renewables installed. Prior to the first occupation of the building a report and certification will also be required to be submitted confirming that the standard has been achieved in construction.

Flooding

- 9.74 As the application relates to a major application a Flood Risk Assessment and Surface Water Management Plan is required under Local Plan Policies SP6.4 and DM.25 and London Plan Policy 5.12 and 5.13. SUDS and an FRA have been submitted with the application and reviewed by the Lead Local Flood Authority (LLFA). The LLFA has considered the information and found it to be acceptable subject to the inclusion of pre-commencement conditions which require the submission of detailed drainage information.

Air Quality

- 9.75 The Council's Environment Consultant has raised no objection to this aspect of the proposals but does suggest that the mitigation measures identified within the air quality report should be secured by condition. Mitigation measures relate to the construction period of the development and primarily to control dust. During operation, the development impact is negligible and therefore no mitigation is required. The predicted air concentrations at the building façades are within the relevant air quality standards and the energy centre emissions are air quality neutral.

Contamination

- 9.76 A Phase 1 Contamination Assessment has been submitted that, given that there is some uncertainty as to the presence or otherwise of contamination on site, it is

recommended that an intrusive site investigation is conducted and secured by condition.

Overheating

9.77 An overheating analysis has been undertaken and the assessed hotel bedrooms are predicted to satisfy the overheating risk criteria for the historic weather data with the use of efficient lighting, mechanical ventilation, solar control glazing and retractable blinds. However, passive design strategies alone cannot satisfy overheating for future years. Accordingly, some form of cooling is suggested to insure satisfactory levels of thermal comfort and future proof the overheating risk, the details of such could be secured by way of condition.

Other Planning Issues

Phasing

9.78 The phasing order would run with the dining extension, south wing/frontage in front of original building, rear spine and the re-cladding/western spine finger/frontage of 1970's extension as phases 1, 2, 3 and 4 respectively. The re-cladding and a small area of frontage works falls within the last stage and arguably is critical to the overall success of the development as it represents an important benefit of the scheme in terms of the overall planning balance. To secure these works, it is considered that a phasing programme is secured in the S.106 that restricts occupation of rooms until the re-cladding is commenced and completed. These restrictions need to ensure that the enhancements are delivered and the benefits realised.

Community Engagement

9.79 Local residents have been critical of how the applicant has approached community engagement throughout this whole process (over the last couple of years). Community engagement on planning applications is not mandatory, although the NPPF encourages applicants to engage with local communities at pre-application stage and to continue engagement throughout the development process. A Statement of Community Involvement was submitted in support of the application and there is evidence that meetings and engagement took place at pre-application stage. As highlighted earlier in this report, the eventual planning application submission has generated significant comment.

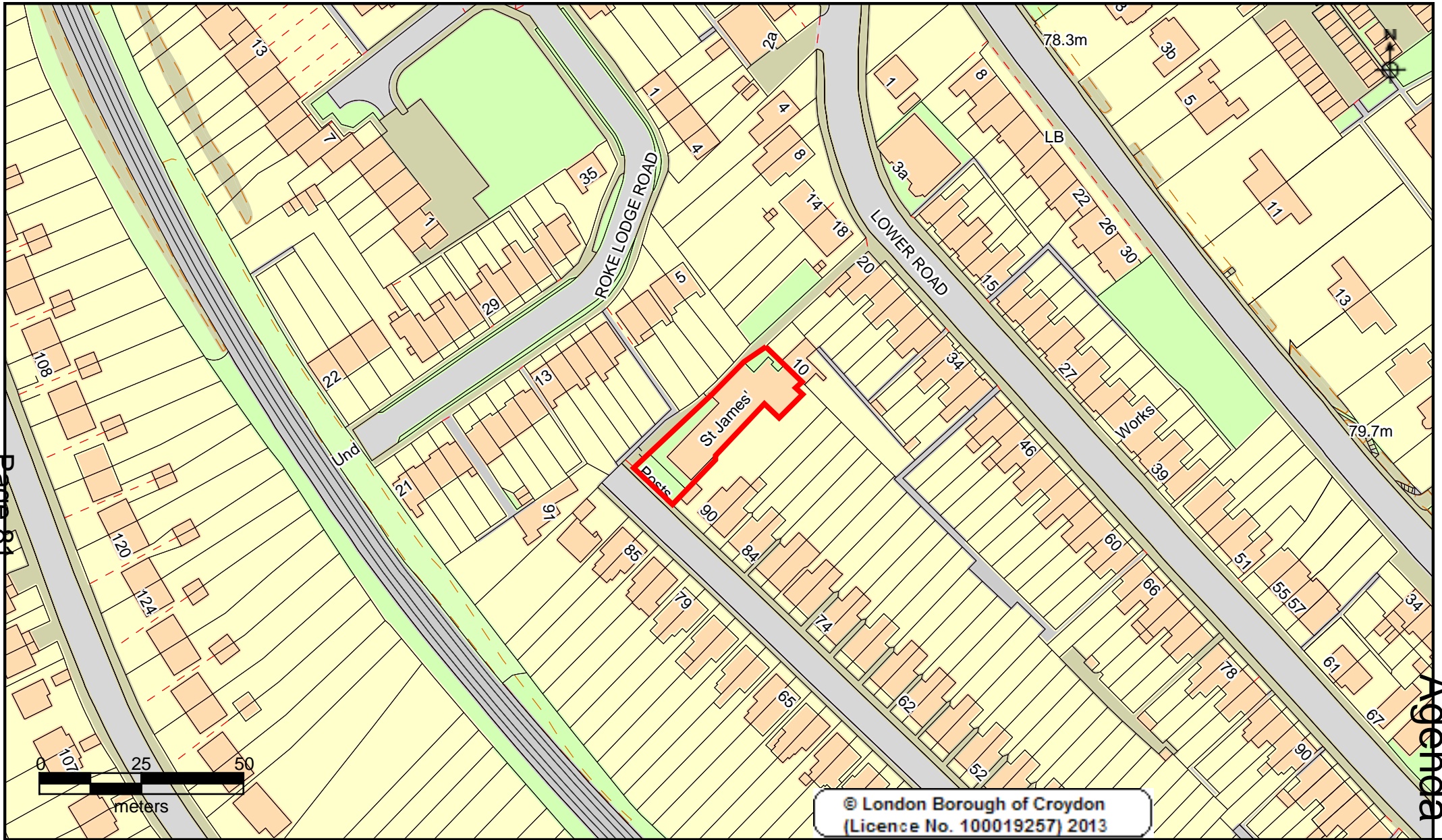
9.80 The scheme remains controversial locally and meetings under such circumstances need to be managed, to ensure that engagement is helpful to all parties. Overly adversarial approaches to such forms of engagement can be unhelpful. Officers are satisfied that the applicant has suitably engaged with local residents and has fully embraced the process under difficult and challenging circumstances.

Conclusions

9.81 The recommendation is to grant planning permission subject to a S.106 legal agreement.

9.82 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

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/01263/FUL
 Location: St James Hall, Little Roke Avenue, Kenley CR8 5NJ
 Ward: Kenley
 Description: Partial Demolition of existing building and erection of single/two storey extensions to provide a terrace of 2 no. 3 bed 4-person houses and 4 no. 2 bed 3-person houses with private amenity space and 5 no. shared car parking spaces.
 Drawing Nos: AM_GAN_K_01- Ground Floor plan; AM_GAN_K_02 Proposed Ground and First Floor Layouts; AM_GAN_K_03 Existing and Proposed Front Elevation; AM_GAN_K_04 Existing and Proposed Flank (South West Elevation) and AM_GAN_K_06 As proposed roof plan
 Applicant: Mr Nowsad Gani – Ganco Asset Management
 Case Officer: Robert Naylor

	studio	1 bed	2 bed	3 bed	4 bed
Residential units	0	0	4	2	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
5	6

1.1 This application is being reported to Planning Committee as the Ward Councillor (Cllr Steve O’Connell) made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration. Furthermore, 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. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials to be submitted
- 3. Environment Agency Condition on FRA
- 4. Restriction on windows
- 5. Restriction on Permitted Development
- 6. Details of obscured glazing

7. Hard and Soft Landscaping
8. Ecological recommendations
9. Carbon emissions
10. Water restriction
11. Construction Logistics Plan
12. Parking details 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) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) EA requirements
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 Proposal:

- Demolition of existing annex buildings and selected parts of the D1 community use church hall building.
- Conversion of the existing hall for residential accommodation comprising 5 x two bedroom three person units and 2 x three bedroom four person units fronting the footpath between Lower Road and Little Roke Avenue.
- Provision of 5 off-street car parking spaces accessed via Little Roke Avenue
- Provision of associated refuse and separate cycle stores

Site and Surroundings

- 3.3 The existing site consists of a former church hall located at the end of Little Roke Avenue which is a tightly parked cul-de-sac. The site can be accessed via both Little Roke Avenue (to the south) and Lower Road (to the north) and has a public foot path adjoining the site that connects these two roads. The existing site is currently vacant although does contain some interest in terms of design and fenestration features. The site is predominantly single storey albeit with a large pitched roof over and a single storey extension that fronts Little Roke Avenue.
- 3.4 The site is surrounded by residential development adjoining the rear gardens of Roke Lodge Road to the west, and residential units in the north and south of the site. These properties retain a similar design style of semi-detached properties which provide a rhythmic pattern to the streetscene
- 3.5 The site has a Public Transport Accessibility Level (PTAL) of 1a which is poor. The site is also located within Flood Zones 2 and 3, and within an area identified as a critical surface water drainage area.

Planning History

3.5 The most relevant history is as follows:

- Planning permission (Ref: 17/02284/FUL) was refused planning permission in July 2017 for the demolition of existing building; erection of a pair of semi-detached two storey three bedroom five person houses and a three storey building to provide 4 two bedroom 3 person Flats; formation of vehicular access and provision of 5 car parking spaces.

The scheme was refused on design (scale mass - out of keeping); impacts on the adjoining residents; highway safety & impacts on the flood zone.

The applicant appealed the scheme with the Planning Inspectorate who dismissed the scheme. However in dismissing the appeal the Inspector concluded that the development would not harm the character and appearance of the area, it would provide sufficient parking of an acceptable design, and it would satisfactorily mitigate the risk of flooding to property and people, however this did not outweigh the harm caused to the living conditions of surrounding occupiers.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is considered acceptable given that the applicant has shown there is no demand for the existing facility the residential character of the surrounding area. The design and reuse of the existing building would not be detrimental to the character and appearance of the townscape
- The design and appearance of the development is appropriate given the context of the site
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and Nationally Described Space Standards (NDSS) compliant
- The impact upon highway safety and efficiency is considered acceptable and can be controlled through condition.
- Sustainability aspects can be controlled by condition

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of direct neighbour notification letters to 69 adjoining properties. The number of representations received from neighbours, local MP, local groups including ward Cllr O'Connell objecting to the scheme in response to notification and publicity of the application were as follows:

No of individual responses: 34 Objecting: 33 Supporting: 1

6.2 Councillor O'Connell referred the application to Planning Committee and objected on the grounds of:

- Cramped and out of character development.
- Lack of amenity space for new properties.
- Detrimental effect on amenity and privacy of neighbouring property.
- Insufficient parking spaces.
- Inaccuracies within transport assessment.
- Will add to an already critically bad parking environment.
- Not convinced that there is a suitable access for emergency vehicles.
- Understandable concerns about disruption during construction.

6.3 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

- Overdevelopment of the site
- Density too high for the area
- Out of character surrounding properties
- Detrimental to the amenities of residents of neighbouring properties, due to loss of privacy, loss of outlook, loss of sunlight into gardens and overbearing nature of the proposal
- Insufficient parking provision
- Increase in traffic
- Highways impact
- Loss of community facility
- Disruption during the construction phase.

Support

- Better use of the area which is currently underused

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 2018 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
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 – Homes
- SP5 – Community uses
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM40 - Kenley

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- 1) Principle of the development;
- 2) Character and appearance of the surrounding area;
- 3) Housing Quality for Future Occupiers
- 4) Residential amenity for neighbours
- 5) Access and Parking;
- 6) Trees; landscaping and wildlife impacts;
- 7) Flooding and Surface Water Issues;
- 8) Sustainability issues
- 9) CIL and Section 106 requirements
- 10) Other matters

Principle of Development

8.2 The principle of the development was previously found acceptable (Ref: 17/02284/FUL). Since this previous decision the new Croydon Plan has been adopted, however the policy requirements in respect to community uses remains broadly similar on the basis that the Council will only allow the loss of community facilities where it has been demonstrated that there is no need for the existing premises or land for a community use.

8.3 The previous use of the site for was a place of worship and a youth group meeting place for Scouts/Cubs/Beavers and so would be considered a community facility. The applicants have contacted the list of community facility providers and groups to show there is no demand for the existing facility before a change of use or redevelopment will be considered acceptable. This has highlighted that there is no demand for the existing facility. As such the loss of the community facility and the proposed change of use to residential is in this case considered acceptable as the applicant has demonstrated that there is no need for the existing premises to be used as a community facility and that the potential for alternative community uses have been fully explored.

8.4 The principle of a residential development at this site has been found acceptable subject to other impact issues, and would provide 2 x three bedroomed family units which the Council is seeking to encourage.

8.5 Kenley has been identified as an area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness

Character and appearance of the surrounding area

8.6 The proposal seeks to retain the majority of the existing building which has a quaint appearance. The proposal will orientate the front elevations of the proposed units towards the existing alleyway between Lower Road and Little Roke Avenue and will activate this area and reduce potential anti-social behaviour.

- 8.7 The previously refused scheme was found acceptable by the Inspector despite having a distinctly larger massing than the current proposal. The Inspector concluded that there would be no harm from the proposal to the character and appearance of the area. Given the proposal seeks to follow the existing building's appearance it represents a high architectural design and will reinforce the existing character, having regard to the pattern and grain of existing spaces and streets.
- 8.8 The reuse of the existing unit, provides a development that builds on the relationship with the surrounding area. The use of the existing roof space and hipped ends provides a scale and massing that blends in with the overall scale of development found in the immediate area. This combined with the provision of the private garden spaces to the front and additional landscaping helps the scheme sit well in the setting.
- 8.9 Respondents have indicated that the scheme would be an overdevelopment and too dense for the location. The proposal will have a density of development of 242 habitable rooms per hectare (hr/ha). It is acknowledged that the guidance in the London Plan suggests that in this type of area the upper threshold is 200 hr/ha.
- 8.10 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, and the London Plan provides sufficient flexibility for such higher density schemes to be supported. Furthermore, it is significant that the New Draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers.
- 8.11 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposal would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.12 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard and would contribute to the Boroughs housing need.
- 8.13 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All the units have access to private amenity space to the front of the development adjoining the alleyway in excess of the minimum requirement. Additionally the larger three bed family unit at the north end of the development has access to rear private amenity space at 54sqm.

Residential Amenity for Neighbours

- 8.14 The previous scheme was found unacceptable in terms of impacts on the residential amenities of the surrounding properties. However, in assessing the scheme the Inspector found that the front windows of the proposal would be sited sufficiently distant from surrounding houses in Roke Lodge Road not to directly overlook into their room, and it would be the same under the current scheme.

- 8.15 The proposal has been set further off the boundary with 10 Lower Road and has a lower roof level and a hipped roof than the previous scheme so is more sensitive in relation to the windows in No 10. Considering the degree of tolerance on the living conditions in a built-up area, the proposal would on balance have an acceptable outlook for these surrounding occupiers.
- 8.16 The main impacts on the amenities of surrounding residents are mainly experienced at number 90 Little Roke Avenue, given that the rear wall of the existing building is also the boundary wall for this property. The scheme does not propose any significant changes on this boundary, and as such the visual appearance should remain largely unchanged from the existing situation.
- 8.17 The existence of the windows on the elevation with 90 Little Roke Avenue needs to be considered, however these are existing and the plan have been annotated that these should be obscured glazed. This can be conditioned and details of the glazing can be submitted to the LPA to ensure that loss of privacy and overlooking is mitigated. Furthermore, a condition can be attached to limit any future windows or openings in this elevation. As such the proposal has overcome the previous Inspectors concerns in respect to the living conditions of surrounding occupiers.
- 8.18 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

Access and Parking

- 8.19 The proposal is located in area with a location PTAL level of 1a which is poor, and the proposal currently only provides 5 off-street car parking spaces which is less than the 1 for 1 provision required at the site. It is also noted that there is a distinct lack of parking provision within the area.
- 8.20 The Inspector considered the parking arrangements for the previous scheme which also proposed 5 spaces for 6 residential units. The Inspector concluded that having regard to the parking stress survey the shortfall of 1 space in the development would not lead to unsustainable parking pressure in the surrounding streets. Whilst it was acknowledged that there was pressure for parking in the area, the proposal struck a fair balance between the constraints of the site, land-locked on 3 sides, and the need to satisfy the additional demand for parking from the redevelopment, without it appearing car-dominated.
- 8.21 Furthermore the Inspector concluded that manoeuvring would unlikely conflict with other traffic and a condition could secure the segregation of parked cars from the footway. The amount of trips likely to be generated and the open nature of the alleyway suggest that there would be no material reduction in highway safety over the present layout in the street. There is no evidence of security risks to the parking, or to a lack of efficiency in its layout.
- 8.22 In view of the appeal decision, and given that the quantum of the development has not changed from the transport perspective is acceptable subject to conditions.

8.23 The applicant has indicated that cycle storage (6 spaces) will be provided, but no details of the elevations have been shown on the plans. This can be secured by condition along with further details of the bin stores to the front of the properties.

Trees; landscaping and wildlife

8.24 There are no trees proposed to be removed as part of the scheme and the ground floor plan shows an indicative landscaping layout however it is recommended further details can be secured by a condition.

8.25 As part of the previous scheme the applicants submitted an Ecology Report for the proposed site which included an Extended Phase I Habitat and Bat Scoping Survey. The findings of the report indicated that there were no negative impacts on designated sites or BAP priority habitats is expected in this instance. Some suitable bird nesting habitat exists on site and recommendations have been made regarding timings of works to avoid disturbance of nesting birds.

8.26 The site has been assessed as having 'Negligible' suitability to support any other protected species and therefore no further surveys in regard to protected species are required in this instance. Ecological enhancements have been recommended including bird boxes, bat boxes and wildlife-friendly planting schemes to increase the site's biodiversity value. These can be secured by way of a condition.

Flooding and Surface Water Issues

8.27 The applicant has submitted a Flood Risk Assessment (FRA) in support of the application. The FRA indicates that the application site is located in Flood Zone 3 which corresponds with an annual risk of flooding of 1 in 100 or greater. This area of Flood Zone 3 is associated with Caterham Bourne, the level of which is largely dependent on groundwater levels. The EA have confirmed that, due to lack of detailed modelling in the area, it is acceptable to raise threshold levels 600mm above ground floor levels to mitigate against the risk of fluvial flooding.

8.28 It is proposed that the development incorporates flood resilient building techniques and materials. Ground floor levels are to be raised 600mm above the surrounding ground level which will mitigate against the risk of flooding from all sources. Sleeping areas will be located on the first floor to provide safe refuge in the unlikely occurrence that a long flood inundation event occurs. The EA have requested that a condition is attached to secure the measures proposed in the FRA and this has been added to the recommendation.

Environment and sustainability

8.29 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

CIL

8.30 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be

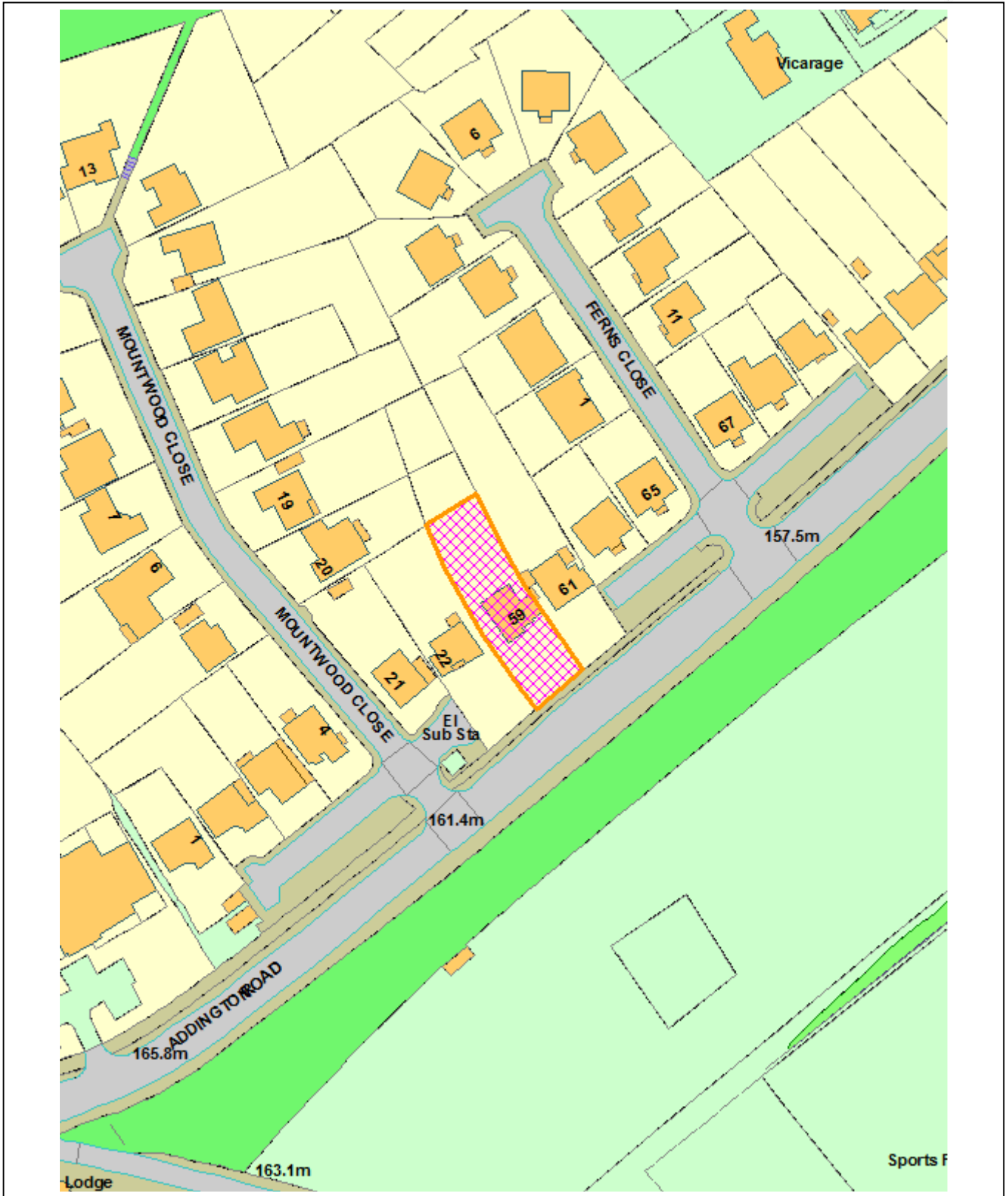
liable for a charge under the Community Infrastructure Levy which will contribute to delivering infrastructure, such as local schools.

Other matters

- 8.31 Representations have raised concern that construction works will be disruptive causing damage to the highway and blocking the public right of way. As such it would be prudent to control details of construction through the approval of a Construction Logistics Plan, to be secured by condition.

Conclusions

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



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1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/01344/FUL
 Location: 59 Addington Road, South Croydon, CR2 8RD.
 Ward: Selsdon and Addington Village Ward.
 Description: Demolition of the existing building, erection of a replacement two storey plus roof level building to accommodate 7 new self-contained (C3) residential flats with associated landscaping, terraces, car parking, refuse and cycle stores.
 Drawing Nos: 21-P-1 AA, 21-P-2, 21-P-3, 21-P-4, 21-P-5 BB, 21-P-6, 21-P-7, 21-P-8, 21-P-9.
 Applicant: Sterling Rose.
 Agent: Sterling Rose.
 Case Officer: Barry Valentine.

	1B 1P	1B 2P	2B 3P	3 B 4P	4B 6P	Total
Existing Provision					1	1
Proposed Residential Mix	1	4	1	1		7

Number of car parking spaces	Number of cycle parking spaces
4 on site car parking spaces	10 on site cycle parking spaces

1.1 This application is being reported to Planning Committee because the adjoining Ward Councillor (Cllr Tim Pollard) made representations in accordance with the Committee Considerations Criteria and requested Committee consideration.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
1. In accordance with the approved plans.
 2. Development to be implemented within three years.
 3. Samples and details (as appropriate) of materials including window frames.
 4. Details on landscaping including replacement trees, play-space, accessibility, inclusiveness, and boundary treatments.
 5. Sustainable Urban Drainage System.
 6. Provision of on-site car parking – prior to occupation and permanently retained thereafter.

7. Further details (including elevations) of refuse store and cycle parking.
8. Ground floor level units to meet M4 (2) accessibility standard.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one electric vehicles charging point.
12. Dropped kerb to be installed prior to occupation of the development.
13. Privacy screens to be installed prior to occupation of the development.
14. Obscurely glazed windows flank elevation first floor level.
15. 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. Highway works to be made at developer's expense.
 4. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.
- 2.3 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Demolition of the existing building, erection of a replacement two storey plus roof level building to accommodate 7 new self-contained (C3) residential flats with associated landscaping, terraces, car parking, refuse and cycle stores.

Site and Surroundings

- 3.2 The application site is a two storey detached residential property located on the north side of Addington Road. The property is in use as a single dwelling house.
- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached and are between one and two storeys in height.
- 3.4 There are no direct policy constraints identified in the Croydon Local Plan (2018).
- 3.5 The site is located in Flood Risk Zone 1 (low) and is modelled as being at very low risk from surface water flooding (less than 1 in 1000 year basis). The site is not deemed to be at risk from ground water flooding.
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 2 (poor).

Relevant Planning History

3.7 No relevant planning history for the site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018).
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause significant harm to the amenities of neighbouring residential occupiers.
- The level of parking provision would be appropriate, striking the appropriate balance between promoting sustainable modes of transport, whilst providing some car parking space capacity. On street parking is available within Mountwood Close (close to its junction with Addington Road). The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development subject to conditions would not cause unacceptable harm to visual amenity of trees.
- The proposed development subject to conditions would not have an adverse impact on flooding.

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 A total of 3 neighbouring properties were notified about the application and invited to comment by the way of letter. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

3 individual responses: 3 Objections

6.2 The following Councillors made representations:

- Cllr Tim Pollard (Ward Councillor) – Overdevelopment of the site and loss of privacy to neighbours at the rear.

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

Objections

- Overdevelopment of the site that would have an adverse impact on nearby residents.
- Depth of the building at rear is too much and will block out light.
- Insufficient car parking.
- Development will cause more congestion.
- Noise generated through an increase in residential occupiers.
- Loss of privacy/overlooking.
- Cumulative impact on parking from other approved developments.
- Concerns over accuracy of sketch design due to the lack of cars shown.

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 Croydon Local Plan (2018), Mayor's London Plan (2016) 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 There is a draft revised NPPF which has been the subject of public consultation, which expired on the 10th May 2018. The draft revised NPPF incorporates policy proposals previously consulted on in the Housing White Paper and the Planning for the right homes in the right places consultation. The draft NPPF is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the draft NPPF in general is considered to carry minimal weight.
- 7.4 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:
- Policy 1.1 Delivering the Strategic Vision and Objectives for London.
 - Policy 3.3 Increasing Housing Supply.
 - Policy 3.5 Quality and design of Housing Developments
 - Policy 5.2 Minimising Carbon Dioxide Emissions
 - Policy 5.12 Flood Risk Management
 - Policy 5.13 Sustainable Drainage

- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.6 Architecture

7.5 There is a new draft London Plan has been the subject of public consultation which expired on the 2nd March 2018. The GLA current programme is to have the Examination in Public into the Draft London Plan later in 2018, with the final document adopted in 2019. The current 2016 Consolidation Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the plan in general is considered to carry minimal weight.

Croydon Local Plan (2018)

7.5 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP2: Homes.
 - *SP2.1 Choice of homes.*
 - *SP2.2 Quantities and locations.*
 - *SP2.7 Mix of homes by size.*
 - *SP2.8 Quality and standards.*
- DM1: Housing Choice for Sustainable Communities.
 - *DM1.2 Net loss of 3 bed or homes less than 130 sq.m.*
- SP4: Urban Design and Local Character.
 - *SP4.1 High quality development that responds to local character.*
- DM10: Design and Character.
 - *DM10.1 High quality developments, presumption for 3 storeys.*
 - *DM10.2 Appropriate parking and cycle parking design.*
 - *DM10.4 Private amenity space.*
 - *DM10.5 Communal amenity space.*
 - *DM10.6 Protection to neighbouring amenity.*
 - *DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.*
 - *DM10.8 Landscaping.*
 - *DM10.9 Lighting and light pollution.*
- DM13: Refuse and Recycling.
 - *DM13.1 Design, quantum and layouts.*
 - *DM13.2 Ease of collection.*
- SP6: Environment and Climate Change.
 - *SP6.3 Sustainable design and construction.*
Minor residential scheme 19% CO2 reduction.
Water efficiency 110 litres.
 - *SP6.4 Flooding and water management - c) SUDs.*

- *SP6.6 Waste management.*
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
 - *SP8.5 and SP8.6 Sustainable travel choice.*
 - *SP8.7 Cycle parking.*
 - *SP8.12 and SP8.13 Electric vehicles.*
 - *SP8.17 Parking standards in low PTAL areas.*
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development and quality of residential units created
2. Impact on the appearance of the site and surrounding area.
3. Impact of the development on neighbouring properties' living conditions.
4. Impact of the development on parking and the highway.
5. Impact of the development on trees.
6. Impact of the development on flooding.
7. Other planning issues.

Principle of development and quality of residential units created.

Principle of Development

- 8.2 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 120 sq.m. The proposal would comply with this policy as the existing property has a floor area of 219 sq.m and is understood to have originally been a four bed when built. A 3 bed (4 person) family unit would form part of the flatted scheme (located at ground floor level with direct access into the rear garden).
- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have a three bed or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. One of the proposed units would be a three bed or more, which would amount to 14% of overall provision and would fall below this target. Notwithstanding this, officers are satisfied with the overall mix of accommodation, given the relatively small size of the site which limits the number of larger units that can be realistically provided and the no net loss provision of family accommodation.
- 8.4 The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018).

Quality of Units

- 8.5 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'.
- 8.6 The units would receive good levels of light, outlook and aspect. All the units except flat 6 would be dual aspect. Flat 6 is single aspect, with its windows facing in a north west direction. Despite this, this unit would provide a good standard of residential accommodation as flat 6 has good sized windows that benefit from an unobstructed outlook, as well as access to a balcony.
- 8.7 All flats (apart from Flat 7) would have floor to ceiling heights in excess of 2.5m for at least 75% of the gross internal area (GIA) in line with the requirements of the London Plan (2016). This would exceed the DCLG's 'Technical Housing Standards: National Described Space Standards' which requires floor to ceiling height of 2.3m for 75% of the GIA. In the case of Flat 7, 45 sq.m of the 61 sq.m, (74%) of the unit would have a floor to ceiling height of 2.5m. Given that this would be a minor infraction, officers are satisfied with the overall quality of the flat proposed within the roof space of the proposed development.
- 8.8 Flat 2 and the family unit (Flat 3) would have access to their own private amenity spaces and all upper floor units would have small projecting or recessed balconies. In addition, Flats 1, 4, 5, 6 and 7 would all have access to a reasonably sized communal garden located towards the rear of the site (over 100 sq.m in area). Whilst the access to the communal garden would not be directly through the building, given that communal space is being provided in addition to some small private balconies, the level/quality of the external amenity space provision is deemed acceptable. Opportunities for small scale play-space, in line with policy DM10.4(d) would be delivered through the use of planning conditions with the external amenity space designed to be flexible, multifunctional, accessible and inclusive as reasonable possible, in line with the requirements of policy DM10.5.
- 8.9 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.

- 8.10 The applicant has confirmed that the units located on the ground floor level would meet M4 (2). The applicant has raised concerns about installing a lift due to the impact that this has on service charge for new residents. Condition 7 is recommended requiring the units at ground to comply with M4 (2).

Impact on the appearance of the site and surrounding area.

- 8.11 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to a suitable replacement designed building being agreed.
- 8.12 The proposed bulk and mass of the development is considered acceptable. The development would appear as two storeys when viewed from Addington Road, with its proposed eaves and ridgeline respecting neighbouring properties. The roof form of the development would also be well balanced and considered.
- 8.13 The proposed building would be set back into the site, which would help to reduce its prominence from the street. The main front building line of the proposed development would respect the front building line of adjoining properties and the depth of the building at the rear would sufficiently maintain garden openness; a 13m separation distance from the ground floor element to the rear boundary would be maintained. Whilst the rear elevation would extend beyond the established rear building line, given the site is not in a conservation area and the rear elevation is not subject to public views, the harm is not considered sufficient to justify refusal of planning permission. There is sufficient spacing of at least a 1m between the development and the adjacent property boundaries (22 Mountwood Close and 61 Addington Road). The proposed traditional design would respect features and detailing common to neighbouring properties. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.
- 8.13 The existing front garden area is predominately hard landscaped with concrete/paving slabs and does not positively contribute to the appearance of the property, surrounding area and street-scene. The proposed landscaping would improve the appearance of the site through use of more sensitive hard landscaping materials (which would need to incorporate more sustainable drainage elements) alongside new soft landscaping (new trees and hedging). Further details of landscaping is recommended to be secured via condition.
- 8.14 Overall, the proposed development would have an appropriate mass, form, scale and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.

Impact of the development on neighbouring properties' living conditions.

- 8.15 The proposed development would not cause significant harm to neighbouring properties' light and outlook. The mass of the development would be sufficiently set and staggered away from neighbouring properties and their associated

windows which would limit the degree of impact on neighbouring amenity (light, outlook and enclosure). The most impacted windows are located on the eastern flank wall of 22 Mountwood Close at ground floor level and the western flank wall of 61 Addington Road at ground and first floor. However, these windows are all understood to be either secondary windows or serve non habitable rooms such as bathrooms and therefore the effect on these windows and the rooms that they light would be limited.

- 8.16 In view of the general orientation – with the rear of these properties facing north-west, increased overshadowing would not be a significant consideration – with the extent of change being relatively minimal.
- 8.17 The proposed development would not cause significant harm to neighbouring privacy. The new windows on the front elevation would largely have views of the Addington Road and the new openings proposed for the rear elevation would not directly face onto or into neighbouring windows. The new openings would overlook neighbouring properties' gardens, but given that the gardens are already overlooked by both windows in the existing property as well as from neighbouring windows, the harm caused would not be sufficient to justify refusal of planning permission. A planning condition is recommended to ensure that the windows on the flank elevations at first floor level are obscurely glazed and non-openable (up to a height of 1.7m).
- 8.18 The proposed terraces located on the rear elevation at first and second floor level would not cause significant harm to neighbouring properties' privacy (especially in view of the size and depth of the terraces). The design of the recessed balconies would further restrict rear views and away from neighbouring windows. Similarly, the first floor level rear addition terrace side would be accompanied by privacy screens which would limit views towards the two adjoining properties. The new openings and terraces would overlook neighbouring properties to a certain extent, but given the extent these gardens are already overlooked by both existing windows as well as by neighbouring windows, the harm caused would not be sufficient to justify refusal of planning permission. Condition 12 is recommended to ensure the privacy screens are installed.
- 8.19 The proposed terraces would not generate significant level of noise disturbance to justify refusal due to a combination of their modest size and the distance from neighbouring windows. The proposed intensification of the use of the site would not be sufficient to create significant levels of noise disturbance to justify refusal of planning permission.

Impact of the development on parking and the highway.

- 8.20 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per unit.

- 8.21 The proposed development would provide four car parking spaces for the seven units. Given the number of one and two beds proposed within the development, the level of parking provision is considered appropriate, striking the appropriate balance between promoting sustainable modes of transport, whilst providing some car parking space capacity. Given that sufficient levels of car parking are provided on site, the development would not likely generate significant levels of parking stress such to justify refusal of planning permission. Local buses are also available relatively close-by, as is Selsdon Local Centre which provides a full range of local shopping and community facilities and there is some on street car parking capacity within Mountwood Close (close to its junction with Addington Road).
- 8.22 The existing frontage has an existing dropped kerb that would need to be modified slightly which would need to be in place prior to occupation. The width of driveway would be sufficient to ensure that cars would be able to enter and leave the site in a forward gear and would not pose a significant risk to highway and pedestrian safety.
- 8.23 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.
- 8.24 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 9 cycle parking spaces would need to be provided. The submitted site layout plan shows a cycle store with a capacity of 10 cycle parking spaces. Details of this provision would be controlled through the use of a further planning condition.

Impact of the development on trees.

- 8.25 There are no trees within the site or in surrounding properties that are subject to a Tree Preservation Order (TPO). Trees that are located on the site are either not of sufficient merit to require mitigation measures, or are set well away from the proposed built development.

Impact of the development on flooding,

- 8.26 The site is located in Flood Risk Zone 1 (low) and is not affected by surface water flooding and is at negligible risk from groundwater flooding. The applicant has submitted a flood risk assessment (FRA) that appropriately identifies the extent of risk and a planning condition is suggested, which secures a Sustainable Urban Drainage System (SUDS). A further planning condition is recommended to help ensure efficient water use.

Other Planning Issues

- 8.27 The standard requirement for to reduce carbon dioxide emissions (19% beyond the 2013 Building Regulations) will be delivered through compliance with an imposed planning condition

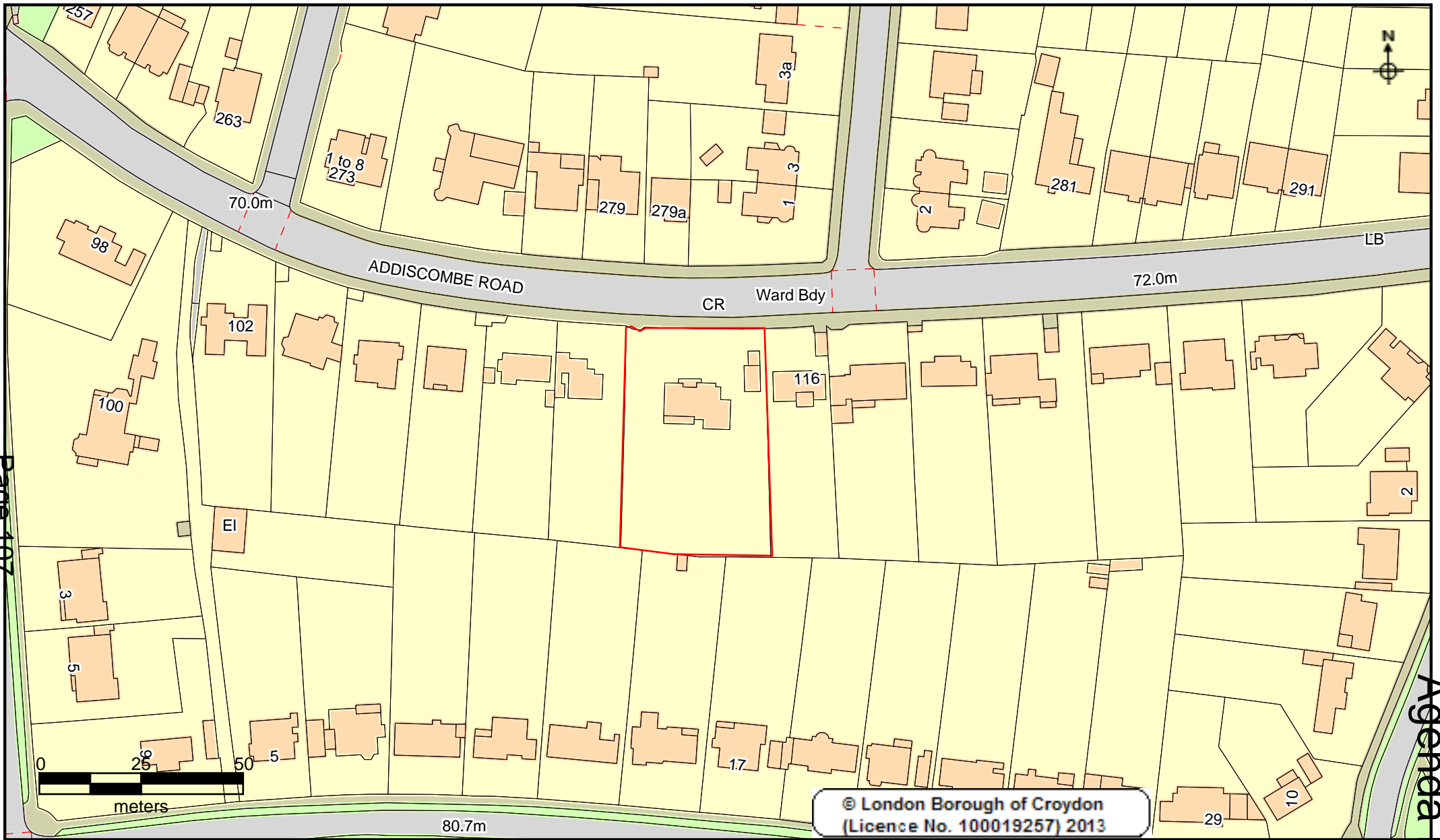
8.28 A bin store area is proposed in the front garden area. The bin store contains 1100L recycling bin, seven 120 litre general waste bins and one 140L food waste bin. Details of the design of the bin store are recommended to be secured by way of a further planning condition.

9 Conclusion

9.1 The proposed development would provide good quality residential units that would make a positive contribution to the borough's housing stock. The proposed development would be of an appropriate high standard of design that would not cause harm to the appearance of the surrounding area. The development would not cause significant harm to neighbouring residential amenity and would not have an adverse impact on flooding. The proposed development provides an acceptable level of parking and would not have a significant impact on the highway.

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

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1 SUMMARY OF APPLICATION DETAILS

Ref: 18/01353/FUL
 Location: 114 Addiscombe Road CR0 5PQ
 Ward: Park Hill and Whitgift
 Description: Demolition of existing buildings: erection of a building to provide 9 flats (1x1 bedroom, 5x2 bedroom and 3x3 bedroom flats): provision of associated parking and bike storage
 Drawing Nos: 6620-PL01/A, 6620-PL02, 6620-PL03, 6620-PL05
 Applicant: Addiscombe Treehouse Ltd
 Agent: Mr Ron Terry
 Case Officer: Christopher Grace

	1 bed	2 bed	3 bed	4 bed
Houses	0	0	0	0
Flats	1 (54sqm)	5(65-73sqm) (1 two bed three persons units and 4 two bedroom 4 person units)	3(88sqm)	0
Totals	1	5	3	0

Type of floor space	Amount proposed	Amount retained	Amount lost
Residential	840Sq.m	0 Sq m	339sqm
Number of car parking spaces		Number of cycle parking spaces	
5		17	

1.1 This application is being reported to Planning Committee because the number of objections received are above the threshold in the Committee Consideration Criteria and the Park Hill and Whitgift Ward Councillor (Councillor Mohan) has requested it be referred to Planning Committee for consideration.

2 RECOMMENDATION

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

a) A financial contribution of £9,000 to a pedestrian crossing.

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) Built in accordance with approved plans
- 2) Materials to be submitted for approval
- 3) No additional windows to be inserted in the walls of the buildings other than as specified with obscured glass in the flank elevation windows at first and second floor level.
- 4) Details to be provided:-
 - a) Finished floor levels.
 - b) Hard and soft landscaping – including species / size including replacement trees
 - c) Boundary treatment – including private amenity space enclosures.
 - d) Vehicle site lines along Addiscombe Road
 - e) Road safety audit
 - f) Measures to reduce traffic speed on the access road
 - g) Balcony screening
- 5) Tree Protection Methodology/Plan
- 6) Refuse storage requirements
- 7) Cycle storage requirements
- 8) Disabled parking
- 9) Electric vehicle charging point
- 10) Demolition and construction method statement
- 11) 19% reduction in carbon emissions
- 12) 110 litre water consumption target
- 13) Parking to be provided before the flats are occupied
- 14) Details of security lighting
- 15) Details of protection measures to trees
- 16) Details of Suds measures
- 17) Highway Works to widen the access
- 18) Commence within 3 Years

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

Informative

- 1) CIL - granted
- 2) Code of Practice regarding small construction sites
- 3) Highways works to be made at developer's expense

Any [other] informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal would involve demolition of existing two storey detached house 9.8m high and garage (339sq.m floorspace) and construction of a three storey detached

building 9.6m high (plus 2.1m lower entrance level), a maximum 21.5m wide, 18m depth to provide 9 flats.

- 3.2 The proposed building would be on an elevated position set back 10.2m from the front of the site and would include a front boundary wall, central pedestrian landscape approach and would use an existing drop kerb to provide vehicle access on the east side of the building leading to a car parking in the rear garden. Each of the flats would have their own private amenity spaces with 6 of the flats consisting of inset balconies and the 3 ground floor flats will have access to their own garden/terrace area. Access to the flats would be off a central communal staircase and lift at lower ground level directly off Addiscombe Road. The building is designed to resemble a pair of semi-detached properties with pitch roof design constructed of red brick, render, grey/red tile, metal balustrade, timber doors, landscaped garden, lawn areas, closed boarded fencing, rear parking surface.

Site and Surroundings

- 3.3 The application relates to 0.19 hectare rectangular shaped site containing a detached part single- two storey house and garage situated on the south side of Addiscombe Road. The existing house is located on an elevated position set back 12.5m from the front of the site. To the east and west are detached two-storey houses on narrow plot widths; to the south are rear gardens to two/three storey detached houses to properties in Fitzjames Avenue. Opposite are pairs of semi-detached properties and detached houses. The property contains several trees with mature Lime trees which adjoin the boundary within properties in Fitzjames Avenue and have been granted TPO protection triggered by the current planning application. The site is situated in an Area of High Density and surface water critical drainage. There are no further designations associated with the site.

Planning History

- 3.4 The following applications are of relevance:

17/03046/pre pre-application enquiry demolition of single house and construction of block of 9 apartments with associates parking.

17/04948/pre – pre-application enquiry demolition of existing house and erection of a new block of 9 flats (1 x 1 bedroom, 6 x 2 bedroom, 2 x 3 bedroom)

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The principle of replacing a the existing two-storey house with a three-storey building to provide 9 flats is considered acceptable.
- 4.2 The proposed new building would preserve the character of the area and would not harmfully affect the appearance of the street scene along Addiscombe Road.
- 4.3 The proposed new building would not have a detrimental effect on the residential amenities of the adjoining occupiers and would provide an acceptable standard of living accommodation.
- 4.4 The development would provide an appropriate level of parking, encourage sustainable modes of transport other than the car, incorporate safe and secure

vehicle access to and from the site and would have an acceptable impact on the highways network.

- 4.5 The development would incorporate sustainability requirements and incorporate sustainability techniques as part of the overall drainage strategy.

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 to neighbours. 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: 314 Objecting: 312 Supporting: 1 Comment: 1

Summary of objections	Response
<p><i>Scale, massing appearance</i></p> <ul style="list-style-type: none"> • Out of character and not in keeping with the Whitgift Estate area and Tudor style properties; • Not in character with south side of Addiscombe Road • Ruin the area; • 3-storey building would dominate the road; obtrusive by design; • Does not harmonise with neighbouring properties; • Plots are for 2 storey single houses not 3 storey block of flats (Flats out of character); • Doubles foot print; building 3 times size of current building; • No details of boundary treatment/security issues; • 2 or maybe 3 three/four bedroom houses may be better; 	<p>Officers consider that the proposal in terms of scale, massing and external appearance creates an acceptable building in scale with surrounding buildings. Refer to paragraph 8.4-8.8 of this report</p>
<p><i>Overdevelopment</i></p> <p>Replace 1 house with 9 dwellings; against ethos of estate; inappropriate; 7 times the amount of residents than present; need to maintain housing stock; intensity of use; impact on surrounding roads; set unwanted precedent; loss of character of area; impose further strain on existing infrastructure; potential of 36 people occupying a site previously of 5 maximum; more family</p>	<p>Officers consider the development to be of appropriate scale and mass in relation to the site. Refer to paragraph 8.4 – 8.8 of this report</p>

accommodation required instead of luxury flat; contrary to Local Plan.	
<i>Daylight and sunlight</i>	
Loss of light to neighbouring properties south and west; light intrusion to rear	Officers consider that due to the position and height of the buildings the proposal would not result in undue loss of daylight/sunlight to neighbouring properties. Refer to section 8.9 -8.15 of this report.
<i>Outlook</i>	
Neighbours would be overlooked by several flats; large number of windows will overlook no.15 Fitzjames Avenue; loss of privacy including to no.112	The proposal would not result in any undue loss of privacy for neighbouring properties. Refer to paragraph 8.9- 8.15 of this report.
<i>Noise</i>	
Increase in noise and disturbance, garden turned to car park during day and night; noise from additional windows; building works and construction	The proposal would not result in any undue noise and disturbance for neighbouring properties. Refer to paragraph 8.14 of this report.
<i>Quality of Accommodation</i>	
Loss of family size property. No family accommodation	The proposal would provide a good standard of accommodation and comply with policy 3.5 of the London Plan. It also includes a good mix of units including family sized units. Refer to paragraphs 8.18 – 8.19 of this report
<i>Transport</i>	
Result in congestion already busy during rush hour; create another access; problems with vision being obscured by trees and access on to a busy main arterial road; danger for motorist and pedestrians lead to accidents; more cars and smell of fumes; lack of parking in area; 1 parking space per flat inappropriate most homes have 2 parking spaces; 2 visitor spaces not enough; parking problems spill into neighbouring roads	The proposal would not result in unacceptable levels of traffic generation and provides a suitable access. A contribution towards a pedestrian crossing in the area will contribute to improving pedestrian safety. Refer to paragraph 8.20- 8.21 of this report.
<i>Trees and wildlife</i>	
Trees will be affected particular rear Lime trees and road side trees; clearly at risk; impact on root system and crown spread; tarmacking of garden would have significant effect on trees; negative effect on wildlife; add risk to flooding	The proposal would not result in the loss of trees subject to a Tree Presevation Order and additional landscaping including new tree planting can be secured by a condition. Refer to paragraph 8.22- 8.24 of this report
<i>Other</i>	
<ul style="list-style-type: none"> • Don't want flats being developed in Whitgift Estate; • Purely profit motive; 	See section 8.1 of this report.

<ul style="list-style-type: none"> • Will create more problems in future; • Should be a preservation order for the whole estate; • Worried about devaluation of property values in area; • Plenty of other sites which can accommodate this type of development; what provisions for doctor surgeries, schools, sewage etc 	
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6.2 Councillor Mohan made the following representations

- a) It is an overdevelopment of the site.
- b) It is completely out of character with the area
- c) It will have an adverse impact on the amenities of adjoining occupiers

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 2018

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:

- Achieving sustainable development (Chap 1)
- Promoting sustainable transport (Chap 9)
- Delivering a wide choice of high quality homes (Chap 6)
- Requiring good design (Chap 7)
- Meeting the challenge of climate change, flooding and coastal change (Chap10).
- Conserving and enhancing the natural environment (Chap 11)

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

Consolidated London Plan 2016 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential

- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide
- 5.3 Sustainable design
- 5.14 Water quality and wastewater infrastructure
- 5.17 Waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local character
- 7.6 Architect

Croydon Local Plan: Strategic Policies 2018 :

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and Climate Change
- SP8 Transport and communication

Croydon Local Plan Policies 2018 :

- DM1 Homes
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM25 Sustainable drainage systems
- DM27 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM35 Addiscombe

There is relevant Supplementary Planning Guidance as follows

- Croydon Opportunity Area Planning Framework

8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application which must be considered are:

- Principle of development
- Townscape and visual impact
- Residential amenity/Daylight & Sunlight, overlooking, privacy outlook
- Housing Quality/Daylight & Sunlight for future occupiers
- Transport
- Sustainability
- Waste
- Flooding

Principle of Development

- 8.1 In considering this proposal the local planning authority has had regard to delivering a wide choice of homes in favour of sustainable development in line with the principles of paragraph of the NPPF, Policy 3.3 of the London Plan relating to increase housing stock; policy SP2.1 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life in line and DM1 in supplying new housing.
- 8.2 The application site comprises of a vacant two-storey house. The principle of removing this building to be replaced with another residential scheme would be acceptable subject to the proposal being of suitable scale, design and appearance. The proposal would need to have regard to the building height and its elevated position in the street; the surrounding character and characteristics associated with many of the existing buildings; while maximising the sites potential and retaining the general residential character of the area.
- 8.3 It is considered that subject to an appropriate scale of development in line with NPPF requirements of sustainability and good design, appropriate level of density and a full assessment of amenity considerations, plus conserving the natural environment, and ensuring suitable traffic considerations, there is no objection in principle to the introduction of further residential accommodation in this location in line with London Plan and Local Plan requirements.

Townscape and visual impact

- 8.4 London Plan Policy 7.4 requires that development should have regard to the form, function, scale, mass and orientation of surrounding buildings while 7.6 requires a high quality of architecture. Policies SP4 and DM10 require proposals to be of high quality whilst seeking to achieve a minimum height of 3 storeys and should respect pattern, layout and siting, scale, height, massing and density and reflect the features of the surrounding area.
- 8.5 Objectors have raised concerns over the scale, form and design of the proposed building. The proposal would be forward of the building line of the existing building, would exceed the current building footprint and would introduce a 3 storey building

above the elevated ground floor position. However the current building is already set back from the front boundary and behind the line of the neighbouring properties on either side. The proposal would see the new building forward of the current building line, and would be positioned in line with the neighbouring properties either side and still be set back 10m from Addiscombe Road. In terms of position and height, the proposed building would be located between 8m -9m from 116 Addiscombe Road and 9m-10m from 112 Addiscombe Road and 28m from the rear gardens of properties in Fitzjames Avenue. The building would be 9.6m high above the elevated ground level and would be lower than the present building which is 9.8m high measured from the same point. Therefore overall the proposal would have suitable separation when viewed from neighbouring sites, be of appropriate height and scale and would not appear overbearing or over-dominant within the immediate setting. This is the largest site within this row of properties along Addiscombe Road. Officers consider that while the footprint would increase and the building would be closer to neighbours either side there would be sufficient separation around the proposed building.

- 8.6 The proposed building would increase in height from 2 to 3 storeys in line with policy requirements for this location. Objectors have commented on the building form being out of character with the surroundings. However the proposal has been designed to replicate the form of a pair of semi-detached properties introducing projecting pitched roof bays hipped on either side replicating the form of many of the surrounding buildings. The building would be finished in the materials commonly found within neighbouring properties, predominantly red brick elevations with white render, red and grey tile roofs, aluminium glazing. The details of these materials would be conditioned in order to ensure a satisfactory finished appearance. The proposal would enable the introduction of a single driveway along the east of the building to a rear car park for 5 cars. The location of the parking area on one side would enable a large landscaped garden to be formed with communal lawns and play space, central bench and water feature with permeable paved walkway from the rear of the building surrounded by several new and existing trees.
- 8.7 Neighbours have objected to the proposal as a high density form of the development. With a site area of 1,961sqm the development results in proposed a density of 485 hr/ha. Table 3.4 of the London Plan sets a density range of between 200-700hr/h. The proposal would be within the density range for suburban locations as set out in the London Plan. The London Plan however identifies that density is only the start of the planning housing development and not the end. Furthermore the application of the density range should not be applied mechanistically. The range, for a particular location, is broad enabling account to be taken of other factors including local context, design and transport capacity which, where appropriate, can provide a tool for increased density in certain situations. It is considered that in view of the sites location, design, transport capacity and parking provision density above this range is justified. The proposal would therefore accord with London Plan requirements in promoting housing.
- 8.8 In terms of townscape the proposal would introduce a building of appropriate scale, form and design and is not considered to have an adverse impact on its appearance within the streetscene. The applicant has satisfactorily demonstrated in 3-D imagery the form which building would take along this side of the road. The proposal would be in line with NPPF requirements of sustainable development, good design and conserving the natural environment, this part of the proposal is therefore considered to be acceptable.

Residential Amenity Daylight/Sunlight, overlooking/privacy and outlook for neighbours.

- 8.9 The main impact of the proposal would be on the two storey buildings neighbouring the site at 116 Addiscombe Road to the east, 112 Addiscombe Road to west and 13, 15 and 17 Fitzjames Avenue to the south. The proposed building would be between 8m -9m from the flank elevation of 116 Addiscombe Road and would extend beyond the rear of this neighbours property (by 8m). Due to its position and separation distances the proposed building would not result in any significant loss of sunlight or daylight of this neighbouring property. The building would contain windows in the flank elevation and at first floor level with roof lights windows above however these would be high level and provide secondary light to the proposed rooms. At the rear the building would include a first floor level rear projecting balcony and subject to details of screening should not result in undue overlooking of this neighbours property. Noise impacts from the inclusion of the drive alongside this neighbours boundary would be mitigated with the reinstatement of the fence, and inclusion of planting along the boundary.
- 8.10 A similar arrangement of building position windows and balcony would exist alongside the boundary with 112 to the west. The proposed building would not unduly impact on this neighbours light or outlook and a similar condition to the rear balcony should protect the neighbours amenity. The proposal would retain the existing tree line boundary with this neighbour which would reduce the visual impact when viewed from the rear of this neighbours garden.
- 8.11 The proposed building would be 28m from the rear boundary and 70m from the rear elevation for the neighbouring buildings 13, 15 and 17 Fitzjames Avenue to the south. Due to its position and orientation the proposal would not result in undue loss of sunlight, overlooking or loss of privacy for these occupiers. The proposal would maintain the tree line boundary with this neighbours property and reinstate or replace the existing boundary fence with these neighbours properties, which would act as a buffer and reduce noise to the rear gardens of these properties and neighbouring gardens along the south.
- 8.12 Neighbours have raised concern over light and outlook from the proposed building towards properties directly opposite the application site on the other side of Addiscombe Road. The proposed development would result in a change in the outlook for neighbouring properties opposite. However the proposed building would be located a significant distance (36m) from these properties and therefore would not result in any undue loss of light or outlook for these occupiers.
- 8.13 The introduction of parking to rear, and safety issues has raised further concern for neighbours. The proposed level of parking has however been reduced from 11 to 5 car parking spaces. Details of road surfacing including measures to slow vehicle movements at the rear of the site would reduce vehicle speeds while the introduction of security lighting towards the rear of this site would need to be submitted to the Council to ensure suitable safety to the rear but also prevent any possible light pollution. The site at present is currently open with no security at all to the rear.
- 8.14 The re-instatement of boundary fencing along the east and south together with planting (details of which are to be condition) would improve safety, act as a buffer and aid the reduction of noise to the rear. It is acknowledge that there would be

issues of potential noise and disturbance during the building process. An informative requiring the developers act in accordance with the Council's Code of Practice entitled 'Control of Pollution and Noise from Demolition and Construction Sites' should reduce any possible nuisance to local residents

- 8.15 Given the position and distances between the proposed building and neighbouring properties the proposal is not considered to result in any serious loss of amenity for neighbouring occupiers. The proposal would therefore be in line with Council policy DM10 in terms of amenity.

Housing Tenure

- 8.16 The proposed development would provide 1 x one-bedroom, 5 x two-bedroom and 3 x three-bedroom flats. The site is located outside of the Opportunity Area. CLP1 Policy SP2.7 sets out an aspiration for 30% of all new homes outside the Croydon Opportunity Area to have three or more bedrooms. In this case the development would provide 3, three bedroom units 33.3% of the development and would comply with this strategic policy requirements. In addition to this the proposal also includes 4 two bedroom 4 person units which are also considered as highly valuable as recognised with Council policy in providing family sized accommodation. The development therefore provides a good mix of units and this part of the proposal is acceptable.
- 8.17 The proposal would be in line with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies 3.8 housing choice, 3.9 mixed and balance communities and Croydon Local Plan SP2.7.

Housing Quality/Daylight and sunlight for future occupiers

- 8.18 The proposed residential accommodation would be accessed direct from Addiscombe Road. The proposed flats would be in line with Mayoral guidelines set out in Policy 3.5 of the London Plan in terms of internal floor space requirements. 8 of the flats would be dual aspect, whilst the remaining single aspect flat would face in a southerly direction. The position and size of the fenestration would ensure that each flat would receive suitable levels of light and outlook which this acceptable. The proposal would include good size rooms, layout and stacking.
- 8.19 Each flat would have its own private amenity space in line with Mayoral requirements. The proposal would also have a large communal landscape garden to the south. The proposal is in accordance with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies.

Transport

- 8.20 The application site is located on the A232 Addiscombe Road which forms part of the Transport for London Network (TLRN, the highway authority responsible for Addiscombe Road). The site has a PTAL of 4, which is good, being well located just outside of the Croydon Opportunity Area, close to East Croydon Station and several bus routes and Sandilands tram stop. Objectors have raised concerns over the level of parking proposed. The applicant has amended the proposal in line with TfL comments, reducing the vehicle access to a single entry and exit point, identifying visibility display in either direction and reducing the number of parking spaces from 11 to 5 (including 1 disabled parking space). TFL in response to previous incidents

also required that the developers to make a contribution to the introduction of a pedestrian crossing within close proximity of the site (adjacent to 116 Addiscombe Road). The applicants have agreed to a contribution of £9,000 to introduce a pedestrian crossing at this point and subject to conditions providing a road safety the proposed layout and level of parking is acceptable.

- 8.21 A condition securing the disabled parking space and the provision of (Electric Vehicle Charging Point (EVCP) in accordance with London plan standards would help promote sustainable travel providing limited parking especially in areas of high PTAL. In addition the provision of 17 bicycle spaces, would also encourage alternative means of transport other than the car. The existing vehicle crossover would require widening and cost of works will have to be done at the applicant's expense. A section 278 agreement with TFL would be required in order to provide any works to the footpath/access point to the site and this would need to be secured by condition.

Trees/Wildlife

- 8.22 A principle feature of the site are the large trees which front the building along Addiscombe Road, the large landscape garden to the rear which contains a number of trees; and the number of large trees along the boundary of the adjoining properties to the south in Fitzjames Avenue.
- 8.23 The proposal would involve the removal of several trees on this site. The applicants tree report has identified the removed trees as either Category C (Low quality) or Category U (in poor condition and cannot be retained) trees. An inspection by the Council's tree officer has identified a number of large Lime trees along the (southern) boundary of the site worthy of protection. During the course of the application a TPO (No.7/2018) has been issued in respect to these Limes Trees (T27- T40), located close to the boundary of the site in the rear garden of 15 Fitzjames Avenue. The applicant's tree report describes the measures which would be undertaken to protect the existing trees. These include protection of root areas during construction and landscaping works. In view of the potential impact the creation of the vehicle access and parking area proposed towards the rear garden officers recommend that details of methodology to be undertaken including use of hand-dig approach would be essential to offer suitable protection in order to safeguard the existing trees. The details to be approved before the development commences. In addition, due to the number of trees removed on site, a detail programme identifying replacement trees including their location would need to be submitted to the Council for approval and to be retained permanently thereafter.
- 8.24 No evidence of wildlife has been identified on this site. However the applicants have included native beech hedgerow planting as part of the landscaped design for the site to create a formal hedge and provide a wildlife corridor to allow for the diversification of species. The proposal includes a variety of evergreen and flowering ornamental planting around the rest of the site. Details of landscaping to be controlled by condition.

Sustainability

- 8.25 The Council seeks new homes to meet the needs of residents over a lifetime and be constructed using sustainable measures to reduce carbon emissions. In line with Policy 5.2 of the London Plan, the development proposals should make the fullest

contribution to minimising carbon dioxide emissions. The development would need to achieve a reduction in carbon dioxide emissions of 19% beyond the 2013 Building Regulations and demonstrate how the development will achieve a water use target of 110 litres per head per. The applicants have submitted a separate report to demonstrate that the new building would reduce energy demand and carbon emissions through fabric and energy efficiency improvements (PV). Subject to condition the proposal would be in accordance with NPPF guidelines on meeting climate change; London Plan Policy 5.2 minimising carbon dioxide, 5.3 sustainable design, 5.14 water quality and waste water infrastructure; CLP1 policies SP6.1 environment and climate change, SP6.2 energy and carbon dioxide reduction, SP6 sustainable design construction and Croydon Local Plan policies.

Waste

- 8.26 The proposed plans indicate the location for the waste storage facilities to be contained at the front of the building to be screened. Waste officers confirm the 9 flats would require: 1x1100ltr landfill, 1x12800ltr comingled dry recycling and 1x140ltr food recycling
- 8.27 In order to ensure that a suitable level of bin provision is provide a condition requiring details of this space and its position should ensure that the proposal is in line with the principles of London Plan policy 5.17 waste capacity; Croydon Local Plan Policy DM13.

Flooding:

- 8.28 The property is located within an area subject to surface water flooding (1;1000yr) and Flood Zone 1
- 8.29 The applicants have stated that there is no threat of surface water flooding and the site is not in a flood warning area. The conclusion from this is that the site is not under threat of flooding. The applicants propose to carry out a ground investigation and percolation test to determine the appropriate size of soakaways. The details show that all vehicular areas will be designed as fully permeable paving and a SUDs compliant solution for restricted outflow designed should there be any need to drain any water to the public sewer. All the terraces and pedestrian areas will be non-permeable but will drain to adjacent soft beds.
- 8.30 The development would need to follow the principles of The Building Regulations 2010 on Drainage and Waste Disposal. In line with London Plan requirements developments would need to ensure that suitable SUDS measures are introduced to safeguard against potential flooding. This aspect of the proposal would therefore need to be controlled by condition in order to ensure that the proposal complies with the principles of the NPPF in meeting flooding requirements; London Plan policy 5.12 flood risk management; Croydon Local Plan Policies on flooding/drainage and conservation.

Conclusions

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

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PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning matters, other than planning applications for determination by the Committee and development presentations.
- 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 FURTHER INFORMATION

- 2.1 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.

3 PUBLIC SPEAKING

- 3.1 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.

4 BACKGROUND DOCUMENTS

- 4.1 For further information about the background papers used in the drafting of the reports in part 7 contact Mr P Mills (020 8760 5419).

5 RECOMMENDATION

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

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