

# 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 Degrads, 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, 2 August 2018** at **6.30 pm** in **Council Chamber, Town  
Hall, Katharine Street, Croydon, CR0 1NX**

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

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www.croydon.gov.uk/meetings  
Wednesday, 25 July 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](mailto: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](http://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 (Pages 7 - 10)**

To approve the minutes of the meeting held on Thursday 19 July 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 11 - 12)**

To receive the following presentations on a proposed development:

There are none.

**6. Planning applications for decision (Pages 13 - 16)**

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

**6.1 18/00891/FUL 28 Russell Hill, Purley, CR8 2JA (Pages 17 - 32)**

Demolition of existing building. Erection of 1 x three/four storey building and 1 x two storey building comprising 5 x one bedroom, 5 x two bedroom and 3 x three bedroom flats. Provision of vehicular access and provision of parking spaces, refuse storage and landscaping.

Ward: Purley and Woodcote  
Recommendation: Grant Permission

**6.2 18/01575/FUL 28 Grasmere Road, Purley, CR8 1DU (Pages 33 - 48)**

Demolition of the existing bungalow and garage, erection of a three storey building in association with eight selfcontained flats (C3), with associated landscaping, terraces, refuse store, cycle stores and car parking.

Ward: Purley Oaks and Riddlesdown  
Recommendation: Grant Permission

**6.3 18/01996/FUL 2 Purley Hill, Purley, CR8 1AN (Pages 49 - 66)**

Demolition of the existing two storey property and garage structure, erection of a part two /part three storey building with roof level, creation of nine self-contained flats (C3), with associated landscaping, front lightwells, level changes, terraces, refuse store, cycle stores and car parking.

Ward: Purley and Woodcote  
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 67 - 68)**

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

There are none.

**9. Exclusion of the Press & Public**

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

"That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended."

## Planning Committee

Meeting of held on Thursday, 19 July 2018 at 6.30 pm in Council Chamber, Town Hall,  
Katharine Street, Croydon CR0 1NX

### MINUTES

**Present:** Councillor Paul Scott (Chair);  
Councillor Muhammad Ali (Vice-Chair);  
Councillors Felicity Flynn, Clive Fraser, Yvette Hopley, Toni Letts, Ian Parker,  
Scott Roche, Niroshan Sirisena and Gareth Streeter

**Also Present:** Councillor Simon Brew

**Apologies:** Councillors Chris Clark, Jason Perry and Oni Ovir

### PART A

#### 41/18 **Minutes of Previous Meeting**

**RESOLVED** that the minutes of the meeting held on 5 July 2018 be signed as a correct record.

#### 42/18 **Disclosure of Interest**

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

#### 43/18 **Urgent Business (if any)**

There was none.

#### 44/18 **Development presentations**

#### 45/18 **17/05144/PRE 4-20 Edridge Road, Croydon CR0 1EE**

Erection of a part 36, part 9, part single storey building comprising approximately 233 dwellings (Use Class C3), with undercroft car parking and associated works.

Ward: Fairfield

Representatives of the applicant attended to give a presentation and respond to Members' questions and issues raised for further consideration prior to submission of a planning application.

The main issues raised at this meeting were as follows:

- Harm was identified to the setting of Croydon Minster. Although different opinions were expressed regarding that harm (including

cumulative harm with other developments), verified views were needed to fully explain the impacts, and the harm caused to be minimised and mitigated by the benefits of the scheme;

- The proposed affordable housing (25% of habitable rooms with a policy compliant tenure split) was noted, but there were impacts on heritage assets and the benefits of the scheme needed to include a “good proportion” of affordable homes (at least 30%);
- Concerns were raised about the overall amount of development proposed, whether the site could accommodate the scheme’s impacts, and whether sufficient public realm was proposed;
- Whilst noting the need to unlock sites for development, it was suggested that the developer work with adjacent landowners to promote more comprehensive regeneration;
- The highway and public realm needed further consideration, both to the north of the site, and south along Edridge Road. Edridge Road was noted to be windy, and the building needed to avoid creating a wind tunnel;
- The safety of pedestrians crossing the flyover needed to be carefully considered, with a linked traffic light controlled crossing across the Croydon Flyover preferable to barriers;
- The limited parking provision was noted, although reductions in parking were generally supported in PTAL 6 areas;
- The architectural expression and materials were along the right lines, although further work was needed to ensure the proposal positively contributed to the way Croydon was developing. The proposed colonnade was felt to not work and should be reviewed to ensure more meaningful space;
- The “tectonic eyelids” were not supported as they detracted from the design of the building;
- The construction impact needed to be considered, alongside other developments in the town centre; and
- The developer was thanked for presenting the scheme and the committee looked forward to seeing the scheme as it developed.

**46/18 Planning applications for decision**

*At 7.21pm, the Planning Committee adjourned for a short break.  
At 7.26pm, the Planning Committee meeting reconvened.*

The Planning Committee considered application 18/01499/FUL 53 Selcroft Road, Purley, CR8 1AJ first, followed by application 18/00772/FUL Surrey House, 2 Scarbrook Road, Croydon.

**47/18 18/00772/FUL Surrey House, 2 Scarbrook Road, Croydon**

Construction of sixth and seventh floors to provide an additional 1 three bedroom duplex flat, 1 two bedroom flat, 3 one bedroom flats, and 1 studio flat; alterations to basement parking layout and provision of associated refuse storage and cycle storage.

Ward: Fairfield

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

Przemyslaw Wegielek spoke against the application.

Mr Peter Currie (architect) spoke in support of the application.

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

The motion of approval was put forward to the vote and was carried with nine Members voting in favour and no Members against.

The Committee therefore **RESOLVED** to **GRANT** the application of the development at Surrey House, 2 Scarbrook Road, Croydon.

48/18 **18/01499/FUL 53 Selcroft Road, Purley, CR8 1AJ**

Demolition of two storey detached property, erection of a two storey plus roof level and basement level building to provide eight new self-contained residential flats (C3), with associated landscaping, car parking, refuse store and cycle parking.

Ward: Purley and Woodcote Ward

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

Mr Matthew Corcoran (agent) spoke in support of the application.

Councillor Simon Brew, Ward Councillor, spoke against the application.

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

Councillor Streeter proposed a motion to **REFUSE** the application on the grounds of insufficient parking provision, overdevelopment and the development being out of character with the local area. Councillor Hopley seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development at 53 Selcroft Road, Purley, CR8 1 AJ.

*Councillor Fraser left the meeting following consideration of the application at 8.06pm.*

49/18 **Items referred by Planning Sub-Committee**

There were none.

50/18 **Other planning matters**

There were none.

The meeting ended at 8.29 pm

**Signed:**

**Date:**

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## **PLANNING COMMITTEE AGENDA**

### **PART 5: Development Presentations**

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#### **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

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#### 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.

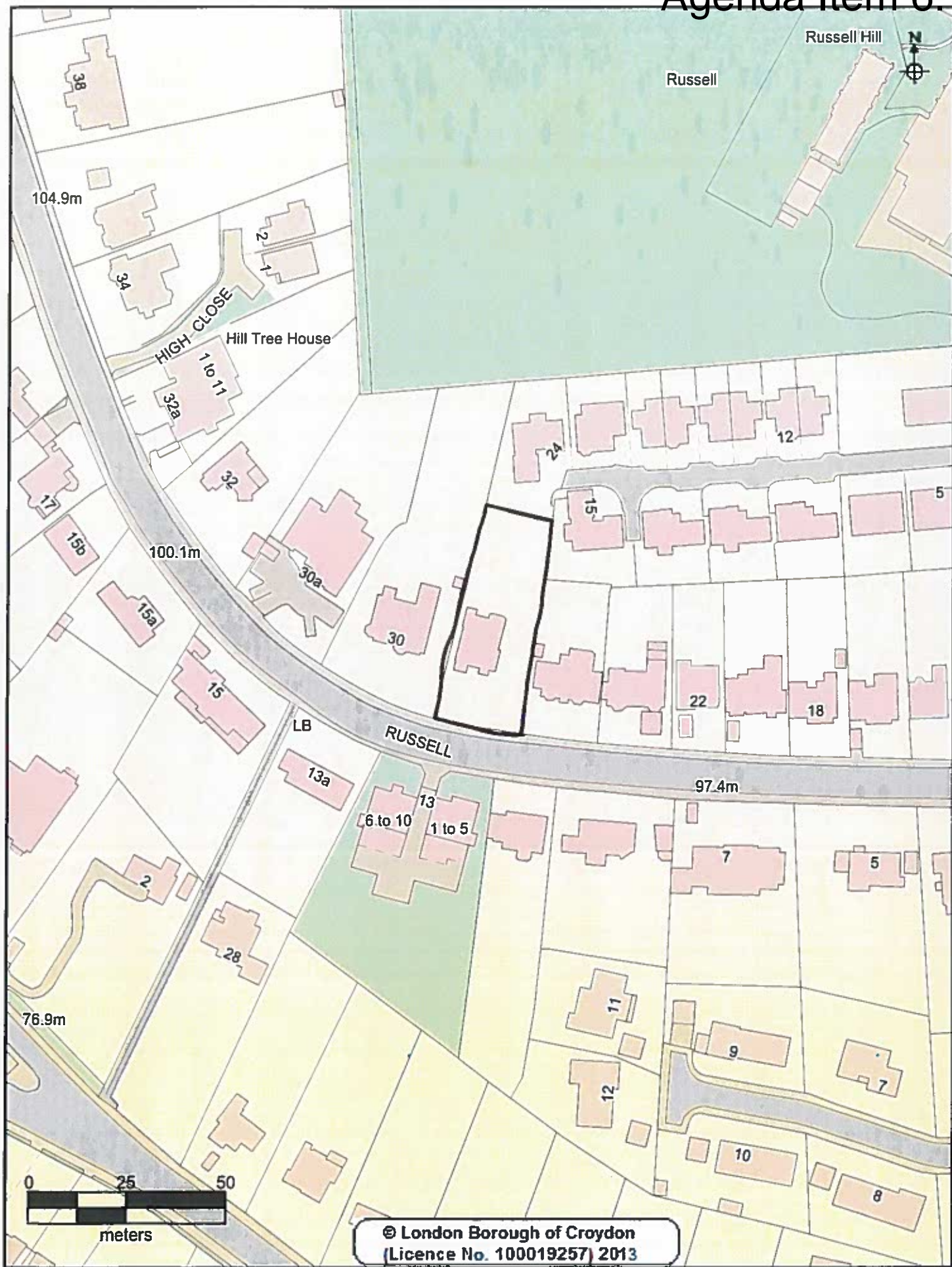
## **8. BACKGROUND DOCUMENTS**

- 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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**1 APPLICATION DETAILS**

Ref: 18/00891/FUL  
 Location: 28 Russell Hill, Purley, CR8 2JA  
 Ward: Purley and Woodcote  
 Description: Demolition of existing building. Erection of 1 x three/four storey building and 1 x two storey building comprising 5 x one bedroom, 5 x two bedroom and 3 x three bedroom flats. Provision of vehicular access and provision of parking spaces, refuse storage and landscaping.  
 Drawing Nos: 17-061-P001 D, 17-061-P002, 17-061-P003, 17-061-P005 B, 17-061-P006 B, 17-061-P007, 17-061-P008, 17-061-P009, 17-061-P010, 17-061-P011, 17-061-P012, 17-061-P013, 17-061-P014, 17-061-P015, Arbtech TCP 01, Viability Assessment with appendices, C1147.001, Energy Statement, FRA Rev1 14 February 2018, Tree Survey  
 Agent: Mr David Ciccone  
 Case Officer: Louise Tucker

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>Total</b>
<b>Private sale</b>	1	3	0	4
<b>Shared ownership</b>	4	2	3	9
				13

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
6 (including 2 disabled spaces)	19

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. Representations made on the application also exceeded thresholds for 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) Affordable housing – on-site 70% shared ownership units
  - b) Local Employment and Training contributions
  - c) Financial contribution to air quality
  - d) Provision of a car club space
  - e) Carbon offsetting contribution
  - f) Monitoring fee
  - g) 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) Details of materials to be submitted and approved (including samples)
- 3) No windows other than as shown and those shown in the following elevations at/above first floor level in should be obscure glazed and fixed shut up to 1.7m above floor level:  
North elevation for Block B and east and west elevations for Block A
- 4) Balcony screens as specified on the plans
- 5) Landscaping scheme including boundary treatments, retaining walls and maintenance strategy to be submitted and approved
- 6) Submission of the following to be approved: Finished floor levels, visibility splays, access ramp gradient, EVCP (including spec and passive provision), security lighting
- 7) To be provided as specified prior to occupation: Parking spaces including disabled parking space, access road, vehicle turning space, refuse and cycle stores
- 8) Submission of Construction Logistics Plan/Method Statement
- 9) In accordance with submitted arboricultural survey and constraints plan including tree protection measures and replacement trees
- 10) Submission of a surface water drainage scheme
- 11) In accordance with ecological survey including recommended surveys
- 12) Sustainable development – zero carbon emissions
- 13) The development must achieve 110 litres water per head per day
- 14) In accordance with the submitted FRA
- 15) Air quality assessment to be submitted and approved
- 16) Reinstatement of raised kerbs and verge where necessary
- 17) Submission of green travel plan
- 18) Ground floor flats shall comply with requirements of Part M4(2) of The Building Regulations
- 19) Commence within 3 years of the date of the permission
- 20) 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) Community Infrastructure Levy - Granted
- 4) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 5) Wildlife protection
- 6) Refuse bin requirements

7) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

2.4 That, if by 2<sup>nd</sup> November the legal agreement has not been completed, the Director of Planning and Strategic Transport 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 the existing detached dwelling and the erection of 13 flats in two blocks, one fronting Russell Hill (Block A) and one to the rear (Block B). The development will consist of the following:

- Front four storey block (Block A) comprising of 3 x three bedroom units, 4 x two bedroom units and 3 x one bedroom units
- Rear two storey block (Block B) comprising 1 x two bedroom unit and 2 x one bedroom units
- Provision of 6 parking spaces including 1 disabled space and formation of access road off Russell Hill (one new crossover and utilisation of an existing crossover with alterations)
- The scheme would offer 9 units of affordable housing for shared ownership (equivalent of 69%) which is to be secured through a Section 106 agreement

#### **Site and Surroundings**

3.2 The application site lies on the northern side of Russell Hill and is currently occupied by a large detached property currently used as a single family dwellinghouse. There is an existing vehicular crossover to the front serving a garage and driveway.

3.3 Land levels on the site, as is common on this side of the road, slope steeply upwards from front to rear (south to north) and more gently upwards from west to east as the road curves round.

3.4 The surrounding area is largely residential in character. Russell Hill is generally made up of large detached properties within generous plots, although there are also a number of large flatted developments apparent in the streetscene. Oscar Close to the north of the site is a recent development made up of a number of two storey detached properties.

3.5 The site lies within a surface water critical drainage area, as identified by the Croydon Flood Maps.

#### **Planning History**

3.6 There is no relevant planning history associated with this site.

#### **4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION**

- There are no protected land use designations on the site and therefore the principle of development is acceptable.
- The proposal would contribute positively to borough-wide housing targets and would deliver 13 new units (including 7 family sized units) with 69% of these to be secured as affordable units under a shared ownership tenure.
- The scale and layout of proposed built form is considered to be appropriate for the site, and the traditional design and appearance of the buildings would be in keeping with the surrounding character of the area.
- The orientation and separation distances with the neighbouring properties on Russell Hill and those to the side/rear are sufficient to ensure no undue harm to the residential amenities of these neighbouring properties.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- The number of parking spaces proposed is considered to be suitable given the PTAL rating and distance to Purley District Centre, and the Transport Statement provided concludes that the provision is appropriate taking into account on-street parking capacity in the area.
- Access and turning arrangements for vehicles would not impact on the safety or efficiency of the public highway.
- Other matters including flooding, sustainability, trees and landscaping can be appropriately managed through condition.

#### **5 CONSULTATION RESPONSE**

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

##### **Lead Local Flood Authority (LLFA) (Statutory Consultee)**

- 5.2 An objection to the development was initially received. Further information has now been received to address these concerns. The LLFA have now removed their objection and are satisfied that a detailed sustainable drainage scheme can be suitably secured through a condition (which is recommended).

#### **6 LOCAL REPRESENTATION**

- 6.1 The application has been publicised by way of letters sent to adjoining occupiers of the application site. Site notices were also erected in the vicinity of the site, and a press notice published. 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: 23      Objecting: 23

No of petitions received: 0

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

- Impact on residential amenity of adjoining occupiers – loss of privacy and light, noise and disturbance, obtrusive and overbearing
- Traffic congestion/Impact on highway safety/Inadequate access
- Inadequate parking provision
- Pressure on local health services/infrastructure
- Character of the area
- Noise and disturbance from construction works
- Inadequate garden space for future occupiers
- Impact on trees
- Too many flatted developments in the area
- Flood risk
- Overdevelopment and over-intensification of the site
- Loss of garden space

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

- Crime rates have gone up since there have been more flats in the area [OFFICER COMMENT: The basis of this comment is unknown and in any case this is not a material planning consideration in this context]
- Devaluation of neighbouring properties [OFFICER COMMENT: This is not a material planning consideration]

6.4 Councillor Badsha Quadir has objected to the scheme, making the following representations:

- Inadequate parking provision
- Out of character
- Already a few blocks of flats in the neighbourhood
- Harm to residential amenities of adjoining occupiers – loss of privacy and light, noise and disturbance

## **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 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-

to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Requiring good design.
- 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

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

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 on Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 on Parking
- 7.2 Designing out crime
- 7.4 on Local Character
- 7.6 on Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- 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
- 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

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- The Nationally Described Space Standards (October 2015)

## **8 MATERIAL PLANNING CONSIDERATIONS**

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

- Principle of development;
- Affordable housing;
- Townscape and visual impact;
- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Flood risk and sustainability;
- Trees and biodiversity;
- Other planning matters

### **Principle of development**

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The application is for a flatted development providing additional high quality homes within the Borough. The scheme would provide 13 units including 7 which could be occupied by families (3 x three bedroom and 4 x two bed four person flats), which there is an identified shortage of within the Borough. The site sits within an established residential area and the current dwelling is not subject to any policy protection which would prevent its demolition. It is considered the principle of development is acceptable, subject to a consideration of the material impacts.

### **Affordable housing**

8.3 The CLP (2018) states that to deliver affordable housing in the Borough, on sites of ten or more dwellings, the Council will negotiate to achieve up to 50% affordable housing, subject to viability, and will seek a 60:40 ratio between affordable rents homes and intermediate (including shared ownership) homes, unless there is an agreement with a Registered Provider that a different tenure

split is justified. Through negotiations during the application, the scheme is now being offered as 70% affordable housing, when calculated on the number of habitable rooms within the development. The affordable units would all be provided as shared ownership.

- 8.4 Whilst the tenure proposed does not meet policy requirements, the contracted Registered Provider has provided evidence to justify this. They have stated that there are over 3000 applicants officially registered who live and work within the Borough, with Purley being an area of relatively higher demand. Demand can often be higher for shared ownership as many purchasers will only register as and when a scheme is built which they are interested in. This highlights the strong demand for shared ownership properties in this area, and it is therefore considered this can be supported in these circumstances. It is proposed to secure the 70% offered through the legal agreement.
- 8.5 The development would comply with policy requirements and provide the maximum reasonable amount of affordable housing on the site, to a tenure and unit mix agreed with the Registered Provider.

### **Townscape and Visual Impact**

- 8.6 Block A to the front of the site occupies a similar footprint to the existing dwelling, and although it is a four storey development, as the building is set into the ground to work with the topography of the site the overall height is actually lower. In this sense the built form reinforces the character of the streetscene, where buildings step down reflecting the land level change and creating an appropriate relationship with the form of neighbouring buildings. The massing of the building is broken up by staggering the façade which steps back towards the boundary with 30 Russell Hill, whilst respecting the predominant building line. There would be some excavation required to the front to accommodate the lower ground storey and access, however there is an existing lower ground front garage and is similar to the approach taken on some other flatted developments in the vicinity.
- 8.7 Block B is a smaller two storey building to the rear which would be subservient to Block A and surrounding development in Oscar Close given the height and land level changes. This would not be readily visible from the Russell Hill streetscene and would be set down from properties in Oscar Close. There would be an area of hardstanding for the parking area adjacent to the amenity space, but this would be softened with landscaping (full details to be secured by condition).
- 8.8 The design approach for both blocks seeks to respect the dominant character, appearing as large detached dwellings. There are a number of other similar flatted developments in close proximity to the site and in the wider area. The design and appearance is traditional, taking cues from the local area with appropriate features and materials including gables and dormers to remain in keeping. The principle of the materials proposed, including a mix of brick and render is considered appropriate with a condition requiring submission of samples prior to commencement to ensure their quality. The distance between the buildings would be substantial at approximately 18m, ensuring that



overdevelopment is avoided and the proposal sits comfortably within the plot with separation to all boundaries.

- 8.9 Overall, the application site is a generous plot within an established residential area which is capable of accommodating additional units to maximise its use. The proposal, including the scale and massing of the buildings, is generally in keeping with the overall pattern and layout of development in the area with an appropriate design approach. The development would comply with policy objectives in terms of respecting local character.

### **Impact on Neighbouring Residential Amenity**

- 8.10 The properties most affected by the development would be the immediate neighbours, 26 and 30 Russell Hill, and those adjoining towards the rear, 15 and 24 Oscar Close.

#### 26 Russell Hill

- 8.11 According to a search of the planning history, this building is separated into four flats. Block A would have a similar relationship to the existing house in terms of separation distance to 26, and whilst larger in mass would be set into the ground so the difference in height would not be significant in terms of any undue overbearing impact. There are flank windows to this neighbour facing towards the development which would be affected. A search of the planning history identifies these as serving a bathroom and a kitchen to one flat at ground floor and a bedroom (secondary window) at second floor to a duplex unit. As these would not be considered as sole habitable room windows, and considering the relationship with the existing building, it is not considered the impact on these windows from the size and siting of Block A would be so significant on light and outlook to justify refusing planning permission. There is an existing driveway within the application site leading to a parking area at the rear of a similar size, so it is not considered there would be any significant undue noise or disturbance as a result of the new road. The proposed parking area would be further from the building than existing. The only east facing windows within Block A would serve stairwells and could therefore reasonably be obscurely glazed, retaining current levels of privacy. The impact on the occupiers of 26 Russell Hill is considered acceptable.

#### 30 Russell Hill

- 8.12 A search of the planning history for this site indicates this is in use as a rehabilitation hostel. As above, Block A would have a similar relationship to the existing house in terms of separation distance and there would not be any additional projection in depth beyond the rear of this building. The proposed west facing flank windows above ground floor are all secondary and would be obscurely glazed, and there are numerous flank windows in the existing building creating a degree of mutual overlooking. The relationship with 30 Russell Hill is considered acceptable in residential amenity terms.

#### 24 Oscar Close

8.13 At the closest point, 24 Oscar Close would be 7.8m from the rear wall of Block B. This would be a 1.5 storey garage, which has one window facing towards the development which would not be considered as a habitable room window. The separation distance to the nearest front habitable room window would be approximately 16.5m, which is considered sufficient to ensure there would be no harm through loss of light or outlook to this dwelling. Notwithstanding this, Block B is a two storey building and 24 Oscar Close is on a higher land level so any visual impact would be limited. Although as stated the separation distance is considered to be acceptable, the only rear facing windows would serve bathrooms and so could reasonably be obscurely glazed to reduce any perception of overlooking. The impact on the residential amenity of the occupiers of 24 Oscar Close is considered acceptable.

#### 15 Oscar Close

8.14 15 Oscar Close is a single family dwellinghouse located to the north east of the site, lying adjacent to Block B. 15 Oscar Close has some ground and first floor flank windows on this elevation, which are secondary at ground floor level and bedrooms at first floor level. The flank separation distance would vary from 5-7.5m, and where the properties are splayed at an angle the distance between them increases towards the rear of 15 Oscar Close. This property is on a slightly higher land level and Block B is two storey in massing terms. There would be no projection in depth beyond the rear or front walls of this neighbour and there are no side facing windows facing in this direction. Access to light and outlook from the bedrooms would remain to the south past the proposed building. A condition can ensure that no additional windows, other than those shown, are inserted following construction. The impact on the residential amenities of these occupiers is considered acceptable.

8.15 Taking into account all factors, in addition to the submitted internal daylight study which concludes the impact on neighbouring windows would be acceptable, officers are satisfied that the relationship with all of the adjoining occupiers is acceptable.

#### **The standard of accommodation for future occupiers**

8.16 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards. All units are dual aspects with adequate outlook. In terms of layout, each unit would benefit from an open plan living, kitchen and dining area.

8.17 Each unit would have access to an area of private amenity space in the form of a balcony or terrace, as well as a communal garden for all residents to the rear. This would meet the requirements set out in policy, including in the London Housing SPG.

8.8 In terms of 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.

- 8.18 There is level access to both buildings, with a two bedroom fully wheelchair accessible unit on the lower ground floor of Block A. Two disabled parking spaces would be included in the parking areas, closest to both blocks. The applicant has confirmed that the ground floor flats in both buildings would comply with Part M4(2) of the Building Regulations. A condition has been recommended to ensure this is implemented.
- 8.19 It is therefore considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

### **Parking and highways**

- 8.20 The site has a PTAL rating of 3 which indicates moderate accessibility to public transport. However the site is in a sustainable location being within walking distance of Purley District Centre and Purley station.
- 8.21 Current transport policy generally seeks to reduce on-site parking in areas with good PTAL rating and encourage sustainable transport methods. 6 parking spaces are proposed, and the applicant has provided a Transport Statement justifying this provision taking into account travel distances and capacity in surrounding streets.
- 8.22 The submitted parking study measured car parking capacity on Russell Hill and surrounding roads within 200m of the site on a week night, which is generally when residential parking demand is highest. Of the 152 on-street parking spots available, 111 were available. This therefore suggests that there is substantial capacity on surrounding streets to accommodate any overspill from the development. Taking this into account, along with the unit mix, site location and cycle parking proposed, it is considered the number of spaces is adequate for this development and others approved in the locality. To support this a Travel Plan will be secured by condition to ensure sustainable travel modes are promoted to residents.
- 8.23 Visibility splays can be achieved from both of the access roads, and a plan showing this is to be secured by condition and will be retained for the lifetime of the development. Swept path diagrams have been provided demonstrating that vehicles can adequately turn within the site, ensuring cars can enter and exit the site in a forward gear and a passing place has been incorporated to prevent queuing on the highway. As discussed above, 6 spaces are proposed so it is not considered the number of vehicle movements, nor any impact on traffic generation, will be significant. With conditions, including reinstating partially disused dropped kerbs, the development is acceptable in terms of highway safety and efficiency.

- 8.24 The location of refuse and cycle storage is acceptable. The applicant has confirmed residents of Block B will be responsible for moving bins to the store within Block A on collection day, which is considered to be an acceptable arrangement. Emergency access could reasonably be gained from Russell Hill, the width of the access complies with standard highways requirements.
- 8.25 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work along this stretch of Russell Hill does not undermine the safety and efficiency of the highway.
- 8.26 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

### **Trees and biodiversity**

- 8.27 There are a number of trees on site, although none are protected by a TPO. The applicant has submitted a Tree Report and Arboricultural Impact Assessment, confirming that whilst some trees are to be removed to facilitate development (none of these are considered to be of sufficient merit to warrant a TPO) there are a number being replanted to mitigate this. This is considered acceptable, and the development should be carried out in accordance with these documents to be secured by condition. A full hard/soft landscaping scheme, including details of retaining walls proposed, would also be secured by condition.
- 8.28 The applicant has provided an Ecological Appraisal, which indicates the potential for bats to be present on site recommending further surveys to determine this. A condition is recommended to ensure these are carried out, along with the other recommendations made in the appraisal including landscaping requirements etc. If protected species are identified on site during the course of construction any species and/or their habitat would be protected under the Wildlife and Countryside Act of 1981. An informative has been included to draw the applicant's attention to this.

### **Flood risk**

- 8.29 The application lies within a surface water critical drainage area. During the course of the application the applicant has submitted further drainage details, along with their Flood Risk Assessment, to overcome concerns initially raised by the Lead Local Flood Authority. The proposals are now acceptable in relation to flood risk, with an appropriately worded condition to obtain the detailed design information.

### **Other planning matters**

- 8.30 Conditions are recommended in relation to carbon emissions and water use targets for the development. If 'Zero Carbon' is not achievable on site a financial contribution would be secured through a legal agreement to off-set this.
- 8.31 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

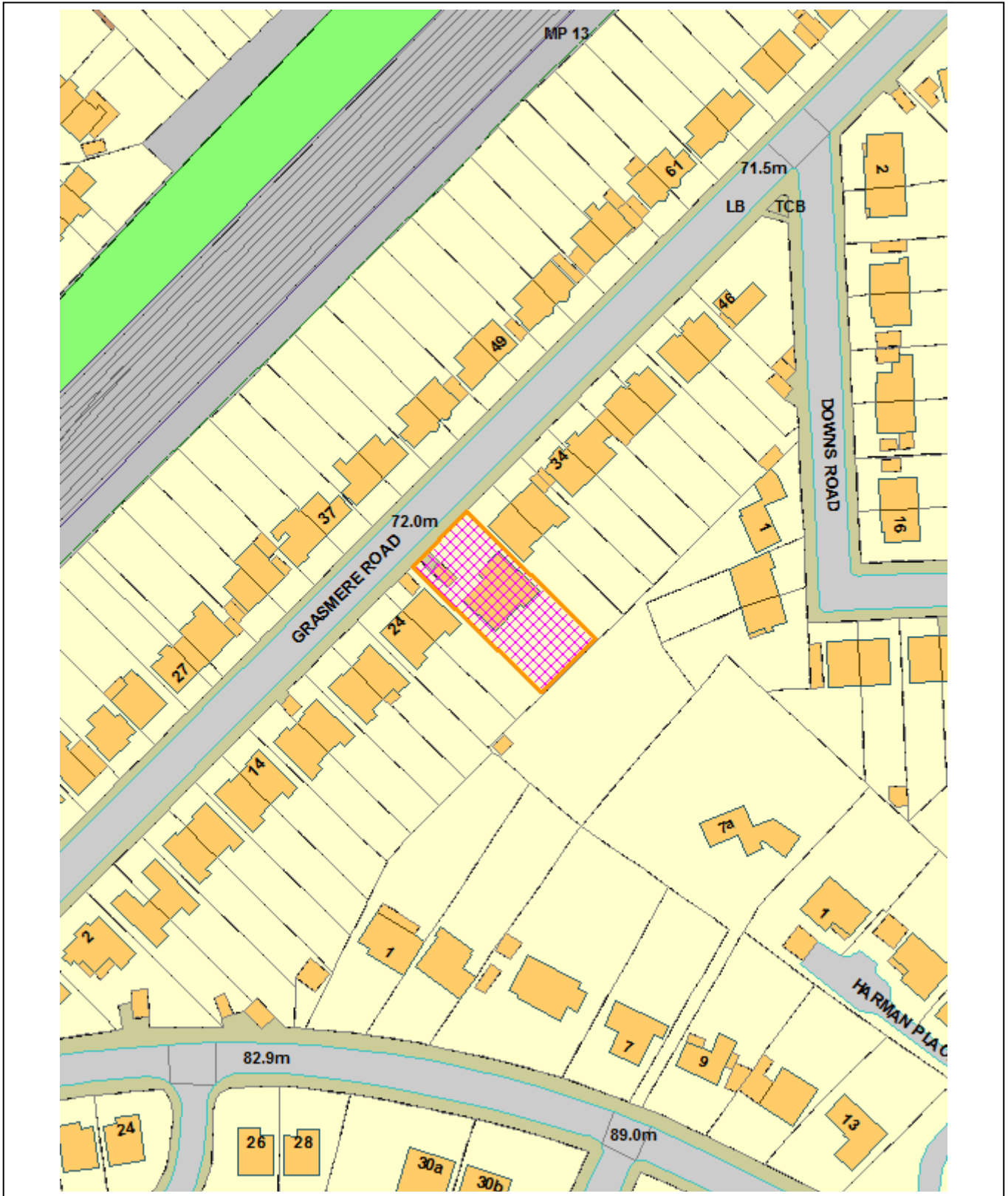
8.32 An employment and training strategy and contribution would be secured through a legal agreement to ensure the employment of local residents during construction.

### **Conclusions**

8.33 Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.

8.34 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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**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/01575/FUL  
 Location: 28 Grasmere Road, Purley, CR8 1DU.  
 Ward: Purley Oaks and Riddlesdown Ward  
 Description: Demolition of the existing bungalow and garage, erection of a three storey building in association with eight self-contained flats (C3), with associated landscaping, terraces, refuse store, cycle stores and car parking.  
 Drawing Nos: 16-P-01, P-02, P-03 A, P-04 A, P-05 A, P-06 A, P-07 A, P-08 A, P-09 A, P-10 and P-11A.  
 Applicant: Sterling Rose.  
 Agent: Sterling Rose.  
 Case Officer: Barry Valentine.

	<b>1B 1P</b>	<b>1B 2P</b>	<b>2B 3P</b>	<b>3 B 4P</b>	<b>4B 7P</b>	<b>Total</b>
Existing Provision					1	1
Proposed Residential Mix		4	2	2		8

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
4 on site car parking spaces	12 on site cycle parking spaces

1.1 This application is being reported to Planning Committee as 49 objections have been received, which is above the threshold set out in the Committee Consideration Criteria and because the Ward Councillor at the time of consultation (Cllr Simon Brew now Ward Councillor for Purley and Woodcote Ward) 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. Refuse store and cycle parking to be installed prior to occupation.
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 vehicle 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 and non-opening up to 1.7m windows on flank elevations at first and second floor levels.
15. Condition requiring 2 car parking spaces next to windows to be allocated to ground floor units.
16. Refuse management plan.
17. 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 a bungalow and garage, erection of three storey building, creation of eight self-contained flats (C3), with associated landscaping, terraces, refuse, cycle stores and car parking.
- 3.2 The application was revised on the 30<sup>th</sup> May 2018 to alter the design. The front elevation was recessed back at first and second floor level to align with adjoining neighbouring properties. Further public consultation was carried out on the 30<sup>th</sup> May 2018 in connection with these changes.

### **Site and Surroundings**

- 3.3 The application site is a single storey detached bungalow located on the south east side of Grasmere Road. The property is in use as a single dwelling house. The property has an existing garage that is accessed from a dropped kerb. Land levels across the site do vary, with the site sloping upwards towards the rear, with the existing property set above the road.

- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached, and are generally two stories high.
- 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 low risk from surface water flooding (less than 1 in 100 year basis).
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 0 (worst). Despite the PTAL rating of the site, the site is considered to be reasonably well connected with Purley Rail Station and Purley Town Centre a 10 to 15 minute walk away.

### **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 provides an appropriate mix of units with two three bed units proposed.
- 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 unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would result in some additional on street parking. However, this would not generate significant levels of parking stress such as to justify refusal of planning permission. 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 48 neighbouring properties were notified about the application and invited to comment by letter. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

48 Individual responses: 48 Objections

6.2 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**

- Not in keeping. The development is much larger and taller than neighbouring properties especially given three storey height when most properties are two.
- Insufficient car parking with only 4 space for 8 flats.
- Noise from intensification of residential use.
- Loss of light to garden.
- Loss of privacy to neighbouring properties and their gardens from windows.
- Loss of privacy to neighbouring properties and their gardens from balconies.
- No buses for residents.
- Impact of the development during construction in terms of noise and traffic.
- The development will impact bin collection on the street and emergency services.
- The development does not provide affordable housing.
- Flatted development not in keeping with character of the street.
- Unacceptable quality of residential accommodation due to lack of space.
- Bins position would have undue impact on neighbouring properties' windows, particularly in terms of odour and vermin.
- Lack of electric vehicle charging points.
- Lack of external amenity space for the flats.
- Impact of additional people on local services.
- A previous scheme was refused at 54 Grasmere Road (for example see 08/01558/P) on impact on streetscene, that was the correct decision and therefore this scheme should be refused.
- Loss of a family home.
- Creating overcrowded accommodation that would have a detrimental impact on quality of life of residents of these units, as well as neighbouring properties.

6.3 The following Councillors made representations:

- Cllr Simon Brew (Previous Ward Councillor for Purley, Current Ward Councillor for Purley and Woodcote Ward) – False or irrelevant comments in applicant's submission, overdevelopment, insufficient on-site parking that would cause parking stress which reduces the road's operation, insufficient spacing for cars to park and leave in a forward gear, inaccessible bicycle spaces and privacy screen would be ineffective.

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

- Concerns about financial accounts of Sterling Rose (Officer Comment: This is not a material planning consideration).

6.5 The following procedural issues were raised in representations, and are addressed below:

- Greater public consultation should have been carried out (Officer Comment: Statutory consultation obligations have been met with letters sent to all immediately adjoining neighbouring properties.)

## **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 10<sup>th</sup> 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 27<sup>th</sup> 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 120 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 154 sq.m, is a 4 bed, and two 3 bed units are proposed.
- 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. Two of the proposed units would be a three bed, which would amount to 25% 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 as there would be no net gain 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). There is no policy requirement for the provision of Affordable Housing as less than ten units are being proposed in this instance.

### *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 residential units would be either dual aspect or single aspect but not north facing. All key habitable rooms would be served by generously sized windows. To limit the impact of having ground floor bedroom windows facing onto the car park, the applicant has agreed to allocate the car parking space in front of the window to the relevant ground floor residential unit. This is recommended to be secured via condition. All flats would have floor to ceiling heights in excess of 2.5m.
- 8.7 The proposed level of external amenity space provision for the development is acceptable. The two family sized three bed units would have access to their own generously sized (40 sq.m and 49 sq.m) rear garden and patio area. Units 3 and 5 would have access to a 3.5 sq.m balcony and units 6 and 8 have access to a 2.4 sq.m dormer terrace balcony. In addition all units would have access to 125 sq.m private communal amenity space. Direct access would be provided from the residential units to the communal amenity space which helps to ensure it accessible and useable. Opportunities for small scale play-space, in line with policy DM10.4(d) would be delivered through the use of planning conditions.
- 8.8 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.
- 8.9 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 8 is recommended requiring the units at ground to comply with M4 (2).

### **Impact on the appearance of the site and surrounding area.**

- 8.10 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.

- 8.11 The proposed bulk and mass of the development is considered acceptable. Policy DM 10.1 states that there is a presumption in favour of three storey high development. The site is set in a street made up of two storey dwellings. However, there is a significant change in land levels in this part of Grasmere Road, with 30 Grasmere Road ground floor level being 2m lower than 26 Grasmere. This allows the development to act as a successful transition in scale between the higher 26 Grasmere Road, and the lower 30 Grasmere Road. The width of the development is appropriate with a 2m and 2.5m gap being maintained with adjoining properties flank walls. The development respects the front building line of neighbouring properties, aligning at ground floor level with the bay windows of adjoining properties, and then setting back at first and second floor level to align with the main building line of both 26 and 30. 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, this element of the scheme is acceptable. The depth of the building at the rear would sufficiently maintain garden openness; a 19m separation distance from the rear ground floor wall to the rear boundary would be maintained. 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.
- 8.12 The proposed front garden area would largely consist of car parking, this is acceptable given that hedging would be used to help screen views from the street and given that some other properties for example on the opposite side of the street at no.41 who have paved over their front gardens..
- 8.13 The proposed design of the cycle store located in the rear garden is acceptable given that it would not be widely visible from public viewpoints. The bin store would be discreetly located away from public views down the side passage in a recess. There is a clear route from the cycle store to the street.
- 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 impact of the development on neighbouring properties' light and outlook is considered acceptable. The light and outlook to windows on the front and rear elevation of both adjoining properties nos. 26 and 30 would not be significantly harmed due to the staggered mass of the development and distance to neighbouring properties' windows. Properties to the front of the site on the opposite side of Grasmere Road are 20m away, and the properties to the rear are 60m away, and as such their light and outlook would not be unacceptably harmed.

- 8.16 At first floor level on the flank elevation of no.30 there are two windows which both serve a bathroom. On no.26, there is a window at first floor level on the flank elevation that serves a bathroom. Bathrooms are not classed as habitable rooms, and as such the impact of the development on their light and outlook is acceptable. On the flank elevation at ground floor level of both nos. 26 and 30 are kitchen windows. These kitchens are of a good size, and as such considered to be habitable rooms. These windows are unusually the only source of daylight and outlook to these rooms. These properties instead have separate utility rooms at their rear, rather than having their kitchen look over the rear garden as is more common. The outlook of these windows is already constrained due to the presence of the boundary fence and hedging, and from the single storey bungalow behind. The light that these rooms receive is reasonable, with daylight able to enter into the room over the roof of the bungalow. No.30's kitchen also receives direct sunlight over the roof of bungalow.
- 8.17 The proposed development is likely to have a significant impact on the level of light that two kitchens windows on both 26 and 30 would receive. Where kitchen windows are overly reliant on light from neighbouring land, and that this places undue restraints on the potential of the development, BRE Sunlight and Daylight guidance recommends that a 'mirror image' approach be undertaken. This mirror approach works out how much sunlight and daylight the neighbouring property would receive if the same development as that property was built next door, and compares it to the impact of the development. Using the mirror image approach, the impact of the development on neighbouring properties' light and outlook is acceptable.
- 8.18 The staggered mass of the development at the rear away from boundaries, would prevent the development causing unacceptable levels of overshadowing to neighbouring properties' gardens.
- 8.19 The proposed development would not cause significant harm to neighbouring privacy. There would be over 20 m separation distance to windows belonging to properties on the opposite side of Grasmere Road. To the rear of the site the nearest property is approximately 60m away. In regards to adjoining properties 26 and 30 Grasmere Road, a planning condition is recommended to ensure that the windows on the flank elevations at first and second floor level are obscurely glazed and non-openable (up to a height of 1.7m).
- 8.20 The proposed dormer balconies on the rear elevation at 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 direct views down the length of the garden, away from neighbouring windows. The terraces at rear first floor level would have 1.7m high privacy screens along their sides that would prevent direct views into neighbouring windows. A condition is recommended to ensure these screens are installed prior to use. The terraces would have some views over the rear parts of neighbouring gardens, but such views are not considered to be sufficiently harmful to neighbouring privacy to justify refusal of planning permission.

- 8.21 The proposed terraces would not generate significant level of noise disturbance due to a combination of their modest size and the distance from neighbouring properties 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.
- 8.22 Residents have raised concerns regarding the impact of the proposed bin store in terms of odour and vermin. It is not uncommon for bins to be located in a side alley, and the impact of them on the relevant neighbouring property would be somewhat screened by boundary treatments. The applicant has confirmed that the building will be managed by a management company who will be based locally. They will be making bi weekly visits to ensure the management and maintenance of the site. This will include regular cleaning down of the bin stores. There will also be a resident's management association that will ensure any complaints are appropriately highlighted to the management company. A condition requiring a refuse management plan to be submitted is recommended.

### **Impact of the development on parking and the highway.**

- 8.23 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.
- 8.24 The proposed development would provide four car parking spaces for the eight units. The applicant has submitted a Transport Technical Note produced by Markides Associates. This parking survey using census data for the Purley Ward estimates that the development would generate the need for six car parking spaces. Given the sites proximity to Purley Train station and the type of unit the development provides, this seems a reasonable estimate. The development is therefore estimated to result in the displacement of two cars into on street car parking spaces.
- 8.25 The applicant has submitted a parking study that measures car parking capacity in Grasemere Road and Downs Road. The survey was carried out on two consecutive weekdays nights, on Wednesday 31<sup>st</sup> January and Thursday 1<sup>st</sup> February 2018. The survey is carried out on weekday nights as this is when residential parking demand is generally the highest. Of the 116 on-street parking spots available within the survey area, 59% on the 31<sup>st</sup> and 56% on the 1<sup>st</sup> were shown to be occupied. Parking stress is generally deemed as high when then is an 80% saturation. Whilst the survey area measured by the applicant is overly large, the survey still clearly demonstrates that there is sufficient on-street parking capacity on surrounding roads to absorb any parking demand as a result of the development, including when taking into account the potential parking impact of other developments approved and under construction in the local area. Given the amount of parking space availability on surrounding streets, there is insufficient evidence to suggest that residents from the development would park dangerously and therefore have a detrimental impact on highway or pedestrian safety. The development given the small number of units created, would not

cause significant levels of traffic. Given the small number of cars associated with the development, the proposal would not have significant impact on emergency vehicle access or bin collection. There are sufficient number of spots along the road, both in terms of empty car parking spaces and crossover areas where cars tend not to park across, for cars and other vehicles to be able to pass each other safely.

- 8.26 The existing property has a dropped kerb on the western side of the property. The proposed development would centralise and enlarge the dropped kerb. A condition is recommended requiring the pavement to be reinstated and the new dropped kerb provided prior to use of the site commencing. In terms of parking layout, the six metre gap between the spaces would ensure that it would be possible for cars to park, as well as exit and enter the site in a forward gear.
- 8.27 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.
- 8.28 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 12 cycle parking spaces would need to be provided. The submitted site layout plan and drawing 16-P-10 shows a cycle store with a capacity of 12 cycle parking spaces. A condition is recommended requiring this cycle store to be installed prior to occupation.

#### **Impact of the development on trees.**

- 8.29 There are no trees within the site or in surrounding properties that are subject to a Tree Preservation Order (TPO). Trees that are present either on site or in neighbouring gardens 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,**

- 8.30 The site is located in Flood Risk Zone 1 (low) and is at low risk (more than 1 in 100 years) from surface water 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**

- 8.31 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.
- 8.32 A bin store area is proposed in the side alley. The bin store contains 1100L recycling bin, eight 120 litre general waste bins and one 140L food waste bin. A

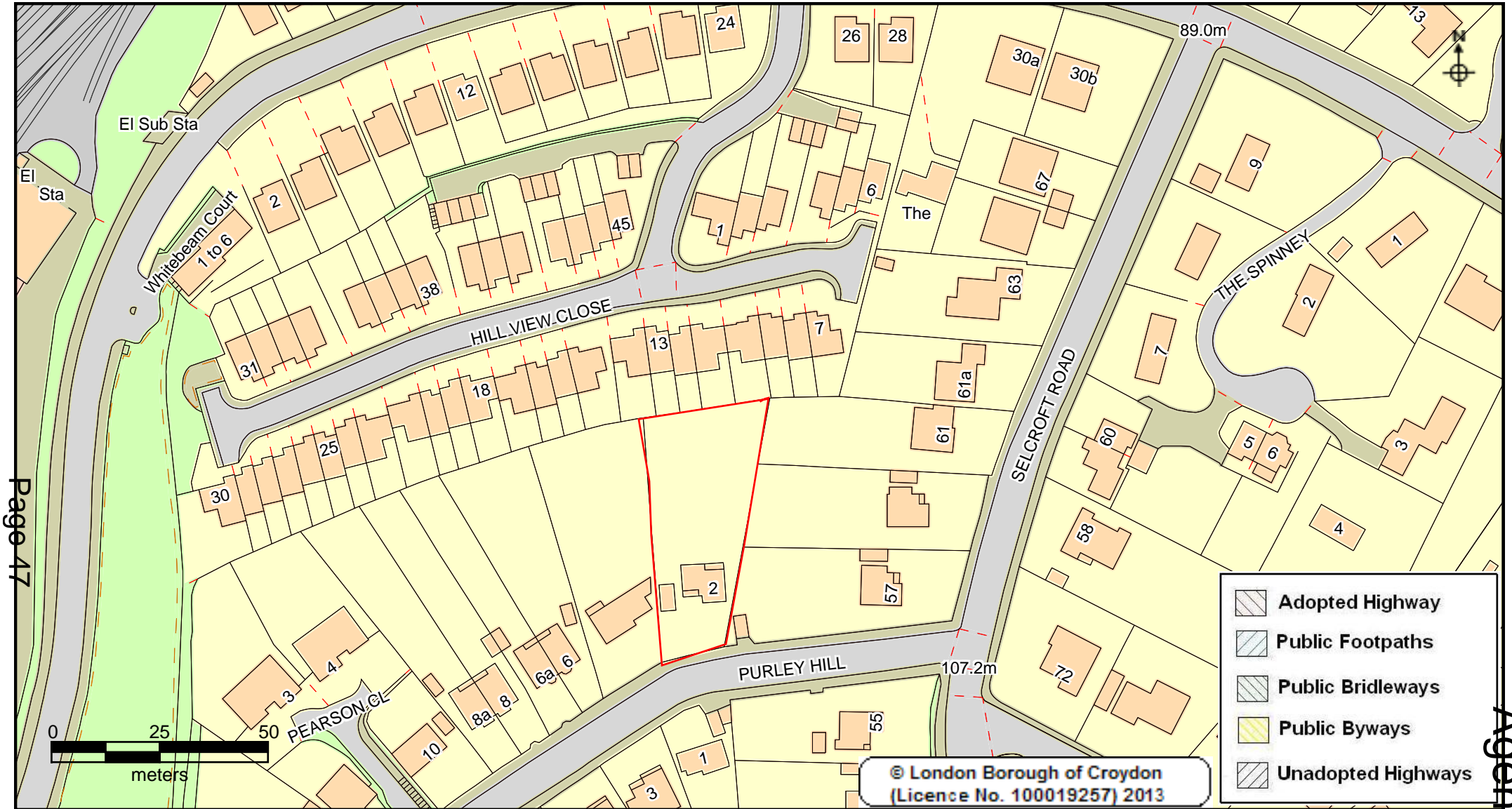
condition is recommended requiring this bin store to be provided prior to occupation.

- 8.33 The impact of the development during construction, given the scale of the development, is appropriately mitigated by other legislation such as the Noise Act 1996. Given this, it would be overly onerous of the council to impose further restrictions.

## **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 mix of residential units is acceptable, with two of the units being three beds. The proposed development would be of an appropriate high standard of design which 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 operation of the highway. The development would not result in unacceptable harm to or loss of trees.
- 9.2 All other relevant policies and considerations, including equalities, have been taken into account.

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**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/01996/FUL  
 Location: 2 Purley Hill, Purley, CR8 1AN.  
 Ward: Purley and Woodcote Ward  
 Description: Demolition of the existing two storey property and garage structure, erection of a part two /part three storey building with roof level, creation of nine self-contained flats (C3), with associated landscaping, front lightwells, level changes, terraces, refuse store, cycle stores and car parking.  
 Drawing Nos: 14-P- 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13.  
 Applicant: Sterling Rose.  
 Agent: Sterling Rose.  
 Case Officer: Barry Valentine.

	<b>1B 1P</b>	<b>1B 2P</b>	<b>2B 3P</b>	<b>3 B 4P</b>	<b>3B 5P</b>	<b>Total</b>
Existing Provision					1	<b>1</b>
Proposed Residential Mix	2	2	3	2		<b>9</b>

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
2 on site car parking spaces	14 on site cycle parking spaces

1.1 This application is being reported to Planning Committee as 58 objections have been received, which is above the threshold set out in the Committee Consideration Criteria and because the Ward Councillor (Cllr Simon Brew ) 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:

**Conditions**

- 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 and lightwell balustrades.

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. Refuse store to be installed prior to occupation.
8. Alternative design cycle store details to be submitted and installed prior to occupation.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one electric vehicles charging point.
12. Privacy screens to be installed prior to occupation of the development.
13. Obscurely glazed and non-opening up to 1.7m windows on flank elevations at ground and first floor level on main property.
14. Development to be carried out in accordance with arb report and construction method statement.
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 two storey property and garage, erection of a replacement part two /part three storey building with roof level, creation of nine self-contained residential flats (C3), with associated landscaping, front lightwells, level changes, terraces, refuse store, cycle stores and car parking.
- 3.2 The application was revised on the 9<sup>th</sup> July to provide further information in connection with the impact of the development on the TPO protected tree within the neighbour's garden, to correct an error on the application form regarding the site size and to provide demolition comparison drawings. Further public consultation was carried out in connection with these revisions/clarifications.

### **Site and Surroundings**

- 3.3 The application site is a two storey detached property located on the north side of Purley Hill, approximately 50m east of the junction with Selcroft Road. The

property is in use as a single dwelling house. The property has an existing two storey garage building that is accessed from a dropped kerb.

- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached, and are generally two stories high. There are significant land variations across the site with the land sloping down from street level to the rear boundary.
- 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). The site itself is modelled as being at very low risk (less than 1 in 1000 years) from surface water flooding. 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 0 (worst).

#### **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 provides an appropriate mix of units including two three-bed units.
- 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 unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would result in some additional on street parking. However, this would not generate significant levels of parking stress such as to justify refusal of planning permission. 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 48 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:

48 Individual responses: 48 Objections

6.2 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.
- The proposed building is overly large, increases the roofline height, does not respect the front and rear building lines and there is insufficient spacing to neighbouring windows.
- The density of residential development on this site, and when combined with other sites is too much.
- Proposed balconies represent a significant intrusion to the privacy and enjoyment of gardens.
- Unacceptable concreting of the front garden.
- Intensification of the use of the site will create noise disturbance.
- Privacy screens are not tall enough to stop overlooking.
- Unacceptable levels of overlooking to neighbouring properties windows.
- Additional planting should be installed along the boundaries to prevent significant harm to neighbouring properties' living conditions.
- Arboricultural statement is inaccurate. Many trees are not protected.
- The application drawings are misleading as they do not show certain trees in neighbours' gardens making it hard to work out the impact of the development.
- The TPO tree would be harmed by the development.
- Concern over root intrusions and canopy pruning from the development.
- No affordable housing is being provided.
- Not enough large family units is being provided.
- No level access is being provided making it unsuitable for the elderly and people with disabilities.
- The applicant's parking survey does not take account of when parking demand is at its highest and takes no consideration of Highway Code safe parking.
- Impact of visitor parking.
- Loss of mature planting and trees.
- The development would generate significant levels of traffic.
- The applicant has significantly underestimated the level of parking provision that the development would generate.
- Contractor's method statement is poor, irrelevant and misleading.

- Bin store will be visible from the street and neighbouring properties and is of an inappropriate design.
- Negative cumulative impact of several developments being considered or approved in the local area.
- Too many cycle spaces are being provided given the sites location on a hill.
- Bin store is insufficiently sized.
- Impact of the development during construction.
- Structural stability of the development and impact on neighbouring properties
- Impact on bin store in terms of odour/vermin.
- New residents will increase the risk of antisocial behaviour (Officer's response – There is insufficient evidence to suggest that the proposed development would cause anti-social behaviour given the residential nature of the use being proposed).
- Comparison drawings submitted are insufficient and do not show relationship of development to no.2.
- CGI is misleading in regards to the gap between properties and planting.

6.3 The following Councillors made representations:

- Cllr Simon Brew (Ward Councillor for Purley and Woodcote Ward) – Building too large for plot size and is overdevelopment, no other buildings have lightwells, parking provision on site is inadequate, parking survey has underestimated the number of cars the development will need, overlooking of terraces to neighbouring gardens, no disabled access, impact of the development on TPO tree.

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

- The development will devalue other houses (Officer's response – This is not a material planning consideration).

6.5 The following procedural issues were raised in representations, and are addressed below:

- No comparison drawings were submitted (Officer's response – These have now been received, and they were put out for further public consultation).
- No site notices were erected (Officer's response – The application was advertised by the way of letters to neighbouring residential properties in line with statutory consultation requirements).

## **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 10<sup>th</sup> 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)

7.6 The new local plan was adopted on the 27<sup>th</sup> 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 120 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 existing unit is a 3 bed and measures approximately 193 sq.m. The development would however result in the net gain of three bed units with two being provided by the development.
- 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. Two of the proposed units would be three bed units, which would amount to 22% 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 as there would be a net gain of family accommodation.
- 8.4 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) to a minimum twenty year target of 32,890 over the period of 2016-2036. The Draft London Plan (2017) has provisionally set a minimum ten year target for the borough of 29,490 new homes over the period of 2019/20-2028/29. 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). There is no policy requirement for the provision of Affordable Housing as less than ten units are proposed.
- 8.5 London Plan (2016) policy 3.4 outlines what it considers to be appropriate density of development based on urban type and PTAL rating. The London Plan outlines that this table should not be used mechanistically. This policy should also be used with some caution as it is proposed to be removed under the emerging draft London Plan. For suburban area with PTAL ratings of 0 to 1, it recommends that development has between 150 and 200 hr/hectare. The proposed development is calculated as having 188 hr/hectare.

#### *Quality of Units*

- 8.6 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'.

- 8.7 The units would receive good levels of light, outlook and aspect. All the residential units would be dual aspect, with key habitable rooms served by generously sized windows. The units located within the lower ground floor level have been designed to maximise light and outlook, with the main living/kitchen area benefiting from views over the garden. The main bedroom and secondary bedroom would look into a generously sized tiered front light wells that would be sufficient to ensure that these rooms receive good levels of light, as well as reasonable outlook. All units would have floor to ceiling height of 2.5m for at least 75% of GIA in accordance with the London Plan (2016) standards.
- 8.8 The proposed level of external amenity space provision for the development is acceptable. The two family sized three bed units would have access to their own private patio areas to both the front and rear of the property. The total area of the two patios measures approximately 18 sq.m per unit. Units 6 and 8 would each have access to a 6 sq.m terrace and unit 9 have access to a 6 sq.m dormer terrace balcony. In addition all the units would have access to 675 sq.m private communal amenity space. Direct access would be provided from the residential units to the communal amenity space which would help to ensure that it would be accessible and useable. Play space is shown on submitted plans in line with policy DM10.4(d) and this would be secured through the use of planning conditions.
- 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 None of the units would meet M4 (2) standard. In this instance it is considered neither reasonable nor desirable to require the development or part of the development to be M4 (2) compliant. The site is located on a steep slope with the existing property's entrance set significant below street level. This is a defining part of the character of this side of the street. To create level access, the entrance would need to in effect come in at first floor level, which would create a building of an inappropriate design that would not be in keeping with its surrounding context. Alternatively a series of ramps would be needed to get down to the ground floor level which would occupy a significant percentage of the front garden area, again creating an insensitive design. Even if access was created it would only be reasonable to require the units at first floor level to be M4 (2)

compliant, as the applicant has raised concerns about the impact of installing a lift of service charges.

### **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. Policy DM 10.1 states that there is a presumption in favour of three storey development. The proposed ridgeline of the development aligns appropriately with the ridgeline of the neighbouring property no.3. The setting of the front building line back from the existing by approximately 2.8m would not have a harmful impact on the street scene as the property is located at the end of street, rather than in the centre of a consistent row of house where the change would be more noticeable. The development significantly extends beyond the established rear building line, but this is acceptable as the change would not be widely visible from the street, due to the site not being located in a conservation area and given that the green character of the area would largely be retained due to the site's large 675 sq.m rear garden.
- 8.13 The width of the development is appropriate, as a 4.6m gap would be maintained between the flank wall of the proposed development, and the two storey side wall of no.4's two storey side extension that was approved under planning permission reference 10/01085/P. On the opposite eastern boundary i.e. the rear boundary of no.57, a 1.8m gap would be maintained to the boundary. The simple roof form of the development is appropriate and helps reduced the perceived mass of the development when viewed from the street.
- 8.14 The proposed front lightwells, whilst not characteristic of Purley Road, would form discreet and respectful features of the street scene due to them being set into the site away from the pavement. The appearance of the lightwells has been softened through the use of staggered planted tiers which will help them blend into this suburban green context.
- 8.15 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.
- 8.16 The tiered design of the proposed front garden area helps to replicate to some extent the tiered nature of the existing garden. The car parking spaces would be finished in grasscrete which would help soften their appearance. The bin store has a simple design and is set back from the road and effectively screened by planting. The visual impact of the bicycle store has been reduced by virtue of the tiered nature of the front garden's design. However, the current design of the bicycle store with its incongruous galvanised steel roof is inappropriate for this

more suburban front garden setting. An alternative design is recommended to be secured via condition. The provision of only two car parking spaces create the opportunity to create more natural front garden area, a condition is recommended requiring a landscaping plan to be submitted to ensure this opportunity is exploited.

- 8.17 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.**

- 8.18 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions. Properties in Selcroft Road to the east and Hill View Close to the north/rear would not have their light or outlook unacceptably harmed due to the separation distance of at least 30m from the rear elevation of these properties and the proposed flank and rear walls of the development.
- 8.19 The property that would be most affected by the development is no.4 Purley Hill. This property has no windows located on its flank elevation. The rear elevation of no.4 faces in a north westerly direction at an angle away from the proposed development whose rear elevation faces in a northerly direction. The result of this is that despite the rear elevation of the development extending beyond the rear building line of no.4, the development would not have a significant impact on the light and outlook to windows serving this property. The development complies with BRE's 45 degree test indicating that the proposed development would not result in a noticeable reduction in terms of sunlight and daylight to neighbouring properties.
- 8.20 The development would result in a slight increase in a sense of enclosure to neighbouring properties, most noticeably to the garden area of no.4. However, the impact is not deemed significant enough to justify refusal of planning permission with the mass of the development sufficiently staggered away from side boundaries such as to prevent a cliff like effect occurring.
- 8.21 The proposed development would not result in unacceptable levels of overshadowing to neighbouring gardens given the orientation of the development and its staggered massing away from the boundaries.
- 8.22 The proposed development would not cause an unacceptable loss of privacy to neighbouring properties' windows in Selcroft Road and Hill View Close due to the separation distance of over 30m. A condition is recommended requiring the windows at ground and first floor levels on the side elevation of the main property to be obscurely glazed and non-opening up to a height of 1.7m from the finished floor level in order to prevent undue overlooking. The windows on the side wall of the rear addition element at ground floor level would not cause unacceptable loss of privacy as the built form of the development would restrict direct views into the windows of no.4, and due to the significant separation distance to windows in Selcroft Road.

- 8.23 The rooflights located on both flank elevations roofslopes would not cause significant loss of privacy given the height they are located on the property and the angled nature of the opening which would help to a large extent limit the viewing angle.
- 8.24 The proposed dormer balconies on the rear elevation at 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 direct views down the length of the garden, away from immediate neighbouring properties windows. The terraces at rear first floor level would have 1.7m high privacy screens along their sides that would prevent direct views into neighbouring windows. A condition is recommended to ensure these screens are installed prior to use. The separation distance of over 30m to properties at the rear in Hill View Close is sufficient to prevent the proposed terraces at both first and roof level causing unacceptable loss of privacy. The terraces and other openings would have some views over parts of neighbouring properties' gardens, but such views are not considered to be sufficiently harmful to neighbouring privacy to justify refusal of planning permission. Use of the gardens and lightwells by residents of the development would not cause unacceptable loss of privacy given that views experienced would be similar to views that can already be experienced from the existing garden or from the property.
- 8.25 The proposed terraces would not generate significant level of noise disturbance due to a combination of their modest size and the distance from neighbouring properties' 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.
- 8.26 Along the western boundary of the development there would be a side alleyway path. Sections of this path would be raised 1.2m above existing land levels, with the path also being closer to no.4 than the existing side path. The neighbouring property has expressed concerns that this would adversely impact their privacy by virtue of creating a raised area that would have direct views of their patio/garden and potentially into their windows. However, the loss of privacy to is not considered to be significant as this path is unlikely to be regularly used, with the garden more directly accessible through the property itself. People are unlikely to dwell in this area due to the nature of the space. Any impact on privacy can be appropriately mitigated through the use of mature planting and appropriate boundary treatments, both of which are recommended to be secured via condition.

#### **Impact of the development on parking and the highway.**

- 8.27 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.

- 8.28 The proposed development would provide two car parking spaces for the nine units. The applicant has submitted a Transport Technical Note produced by Markides Associates. This parking survey using 2011 census data for the Purley Ward estimates that the development would generate the need for six car parking spaces. In officer's view, the development is likely to generate a higher demand than the Purley Ward average due to its location on a hill, and the poor PTAL rating of the site. Officers are of the opinion that the development would generate closer to 9 car parking spaces (i.e. one per unit). Therefore under the applicant's estimate there would be a predicted displacement of 4 cars, whereas under the council's estimate there would be a predicted displacement of 7 cars onto the road.
- 8.29 The applicant has submitted a parking study that measures car parking capacity in surrounding streets. In line with the Lambeth Methodology this was carried out on two consecutive weekdays nights, on Wednesday 31<sup>st</sup> January and Thursday 1<sup>st</sup> February 2018. The survey is carried out on weekday nights as this is when residential parking demand is generally the highest. Within 200m or less walking distance of the site, there was 103 and 102 parking spaces identified as being available from a total of 124, which amounts to 17 and 18% respectively. There is therefore significant on-street parking capacity on surrounding roads to absorb any parking demand as a result of the development, including when taking into account the potential parking impact of other developments approved and/or under construction in the local area. Given the significant amount of parking space availability on surrounding streets, there is insufficient evidence to suggest that residents from the development would park dangerously and therefore have a detrimental impact on highway or pedestrian safety. The development given the small number of units created, would not cause significantly levels of traffic.
- 8.30 The existing property has a dropped kerb on the western side of the property which would be reused as a part of the development. In terms of parking layout, the two car parking spaces would largely replicate the existing arrangement, with cars likely to leave the parking spaces in a rear gear. Whilst this is not ideal, given that this already happens on this site, as well as at neighbouring properties, this is considered acceptable.
- 8.31 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.
- 8.32 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 14 cycle parking spaces would need to be provided. The submitted site layout plan and drawing 16-P-9 shows a cycle store with a capacity of 14 cycle parking spaces. A condition is recommended requiring an alternative design store with the same capacity (see paragraph 8.16), and for this revised designed cycle store to be installed prior to occupation.

**Impact of the development on trees.**

8.33 The applicant has submitted an Arboricultural Method Statement by Arbtech. There are no TPO protected trees within the site, but there is TPO'd Common Beech Tree located in the rear garden of 57 Selcroft Road. The information submitted by the applicant is sufficient to ensure that the proposed development would not cause harm to the health and visual amenity of this protected tree. This tree will be appropriately pruned so as not to harm its canopy, and the construction would be carried out in such a way not to unduly harm this tree's root system. Appropriate measures have also been taken in regards to the unprotected trees on, and adjacent to the site. A condition is recommended to secure this.

#### **Impact of the development on flooding,**

8.34 The site is located in Flood Risk Zone 1 (low) and is at very low risk (more than 1 in 1000 years) from surface water 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**

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

8.36 A bin store area is proposed within the front garden. The bin store contains 1100L recycling bin, nine 120 litre general waste bins and one 140L food waste bin. The size of the bin store is appropriate. A condition is recommended requiring this bin store to be provided prior to occupation. The bin store is located sufficiently away from neighbouring windows that its impact on neighbouring properties' amenity in terms of odour would not be significant. The applicant has confirmed that the building will be managed by a management company who will be based locally. They will be making bi weekly visits to ensure the management and maintenance of the site. This will include regular cleaning down on the bin stores. There will also be a resident's management association that will ensure any complaints are appropriately highlighted to the management company.

8.37 The impact of the development during construction is considered to be sufficiently controlled by other legislation such as the Noise Act 1996. Placing further conditions on the development to control demolition and construction would be overly onerous given the scale of the development.

8.38 Given that the development would need to comply with building regulations, there is insufficient evidence to suggest that the proposed development would cause structural harm to neighbouring properties. In the event that some harm was unforeseeably occur, then neighbouring properties would be sufficiently protected under other legislation such as the Party Wall Act 1996.

## **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 mix of residential units is acceptable, with two of the units being three beds. The proposed development would be of an appropriate high standard of design which 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 operation of the highway. The development would not result in unacceptable harm to or loss of trees.
  
- 9.2 All other relevant policies and considerations, including equalities, have been taken into account.

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## **PLANNING COMMITTEE AGENDA**

### **PART 8: Other Planning Matters**

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#### **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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