

# 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, 13 September 2018** at **6.30pm** in **Council Chamber,  
Town Hall, Katharine Street, Croydon CR0 1NX**

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

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[www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)  
Wednesday, 5 September 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  
[Democractic.Services@croydon.gov.uk](mailto:Democractic.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:  
<http://webcasting.croydon.gov.uk>

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 - 8)**

To approve the minutes of the meeting held on Thursday 16 August 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 9 - 10)**

To receive the following presentations on a proposed development:

There are none.

**6. Planning applications for decision (Pages 11 - 14)**

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

**6.1 18/00239/FUL 63 Selcroft Road, Purley, CR8 1AL (Pages 15 - 32)**

Demolition of the existing bungalow, erection of a two storey (plus roof and basement), creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping.

Ward: Purley Oaks and Riddlesdown  
Recommendation: Grant permission

**6.2 18/00841/FUL 1 Brighton Road, Coulsdon, CR5 2BF (Pages 33 - 44)**

Demolition of existing detached dwelling: erection of two/three storey building comprising 4x1 bed flats and 5x2 bed flats: formation of vehicular access onto Stoats Nest Road and provision of associated 6 car parking spaces.

Ward: Coulsdon West  
Recommendation: Grant permission

**6.3 18/01364/FUL 45 The Ridge Way, South Croydon CR2 0LJ (Pages 45 - 58)**

Full planning application for the demolition of a single-family dwelling, erection of a one 3-storey block, containing 9 flats with associated access, 9 parking spaces, cycle storage and refuse store.

Ward: Sanderstead  
Recommendation: Grant permission

**6.4 18/02266/FUL 57 Woodcrest Road, Purley, CR8 4JD (Pages 59 - 70)**

Demolition of existing building: Erection of a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats: Formation of additional vehicular access and provision of associated parking, play space, landscaping, cycle and refuse stores.

Ward: Purley and Woodcote  
Recommendation: Grant permission

**6.5 18/02697/FUL 57 Downs Court Road, Purley, CR8 1BF**  
(Pages 71 - 84)

Demolition of existing house; erection of a two storey building with roof accommodation in association with the creation of 7 residential units consisting 2 studio units, 3x1 bedroom, 1x2 bedroom and 1x3 bedroom flats with associated landscaping including retaining wall, car parking, bin store and cycle store.

Ward: Purley and Woodcote  
Recommendation: Grant permission

**6.6 18/03270/FUL 37 Woodcote Grove Road, Coulsdon, CR5**  
**2AJ** (Pages 85 - 96)

Demolition of existing outbuildings in rear garden and erection of 2 x 4 bedroom detached dwellings with associated landscaping, access and parking.

Ward: Coulsdon Town  
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 97 - 98)

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."

# Public Document Pack Agenda Item 2

## Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday,  
16 August 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 Chris Clark, Felicity Flynn, Jason Perry, Scott Roche,  
Maggie Mansell, Niroshan Sirisena, Simon Brew and Stuart Millson

**Also Present:** Councillors Jason Cummings and Lynne Hale

**Apologies:** Councillors Clive Fraser, Toni Letts, Oni Oviri and Gareth Streeter

### PART A

#### 61/18 **Minutes of Previous Meeting**

**RESOLVED** that the minutes of the meeting held on Thursday 2 August 2018 be signed as a correct record.

#### 62/18 **Disclosure of Interest**

Councillor Millson made a declaration in relation to the application of 5-9 Surrey Street that he had supported the Matthew's Yard Crowdfunding Campaign with a £50 donation earlier in the year. For transparency this did not sway his decision and was not a pecuniary interest.

#### 63/18 **Urgent Business (if any)**

There was none.

#### 64/18 **Development presentations**

#### 65/18 **18/01011/PRE Site Of The Former Taberner House And The Queen's Gardens**

Proposals for the layout and landscaping for Queen's Gardens (discharge of Condition 4 attached to permission 17/05158/CONR).

Ward: Fairfield

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

The main issues raised during the meeting were as follows:

- Public Realm – Members of the Committee discussed the water feature in the Queen's Garden suggesting that it would be an essential element for a major town like Croydon, which had worked well in recent years and had transported the way in which the place worked. The Committee encouraged the idea of a water theme that did not have to be big to be effective, but one that was modest within its cost.
- The Committee discussed the history of the Queen's Garden to reflect the railway heritage, which could be encouraged by way of panel boards or a wall in the area to show its historical significance.
- The Committee discussed the overall maintenance costs of the Queen's Garden which was a general requirement to deliver play and the wider use of the community. The cost of the maintenance was important, and needed to be factored in with the on-going discussions to enlighten the garden to factor in antisocial behaviour and the transformation of the garden.
- Pedestrian access was welcomed, although Members of the Committee noted on there being more pathway and less grass.
- The Committee welcomed the idea that utilising the landscape of the Queen's Garden for children and members of the public to play on rather than just having play equipment, would make the play space more effective and be a better fit for the garden. To create something more intelligent rather than just a traditional playground was encouraged.
- The Committee was pleased with the way the application was coming along and for further decisions to be delegated by officers.

66/18 **Planning applications for decision**

67/18 **17/06314/FUL Land to the North and South of Shrublands Avenue, Croydon, CR0 8JD**

Demolition of garages and erection of one four-storey building and two three-storey buildings comprising of 26 residential units (15 x one-bedroom and 11 x two-bedroom flats) together with associated car parking and cycle parking spaces, hard and soft landscaping, alterations to ground levels, servicing arrangements, refuse and recycling facilities, and public and private amenity space.

Ward: Shirley South

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

Martin Warner spoke against the application.

Marzia Nicodemi-Ehikioya spoke against the application.

Adam Conchie (Agent) and Mr Douglas McIntosh (Agent and Architect) spoke in support of the application.

Councillor Jason Cummings, Ward Councillor spoke against the application.

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

Councillor Roche proposed a motion to **DEFER** the application for further investigation works on the potential of surface water flooding, over intensification of a dense area which caused dampness in the area and parking concerns. Councillor Perry seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application of the development of Land to the North and South of Shrublands Avenue, Croydon, CR0 8JD.

*At 8.04pm, the Planning Committee adjourned for a short break.*

*At 8.11pm, the Planning Committee reconvened.*

68/18 **17/06344/FUL 29 Beech Avenue, South Croydon, CR2 0NN**

Demolition of existing single-family dwelling and erection of one 3-storey block, containing 9 flats with associated access, 9 parking spaces, cycle storage and refuse store.

Ward: Sanderstead

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

Anthony Cave spoke against the application.

Jenima Dean spoke in support of the application.

Councillor Lynne Hale, Ward Councillor, spoke against the application.

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

Councillor Millson proposed a motion for **REFUSAL** of the application on the grounds of overdevelopment and out of keeping with the local area. Councillor Brew seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 29 Beech Avenue, South Croydon, CR2 0NN.

69/18 **18/01186/FUL 200-220 Selsdon Road, South Croydon, CR2 6PL**

Erection of two storey building with accommodation in roof space comprising 8 one bedroom flats (Amendment to Planning Permission 18/00423/CONR to provide 2 additional flats in roof space).

Ward: Croham

THIS ITEM WAS WITHDRAWN FROM THE AGENDA FOR DECISION UNDER DELEGATED AUTHORITY.

70/18 **18/01211/FUL 5-9 Surrey Street**

Demolition of the existing building and replacement with a six/seven/eight storey development. Commercial units would be provided on the lower ground (sui generis, A3 and D1/D2) and ground floor (flexible use A1, A2, A3, D1, D2, B1(a)), with 55 flats above with associated public realm improvements and landscaping including courtyard area with, disabled car parking and cycle parking.

Ward: Fairfield

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

Saif Bonar spoke against the application.

Richard Quelch (Agent) and Richard Hamilton (Hoodoos) spoke in support of the application.

Councillor Clark proposed a motion to **DEFER** the application to review the viability issues of creating affordable housing and improve the design of the application to reflect the sentiment of Surrey Street. Councillor Scott seconded the motion.



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

The Committee therefore **RESOLVED** to **DEFER** the application for the development of 5-9 Surrey Street, Croydon, CR0 1RG for further review.

71/18 **Items referred by Planning Sub-Committee**

There were none.

72/18 **Other planning matters**

There were none.

The meeting ended at 9.53 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**

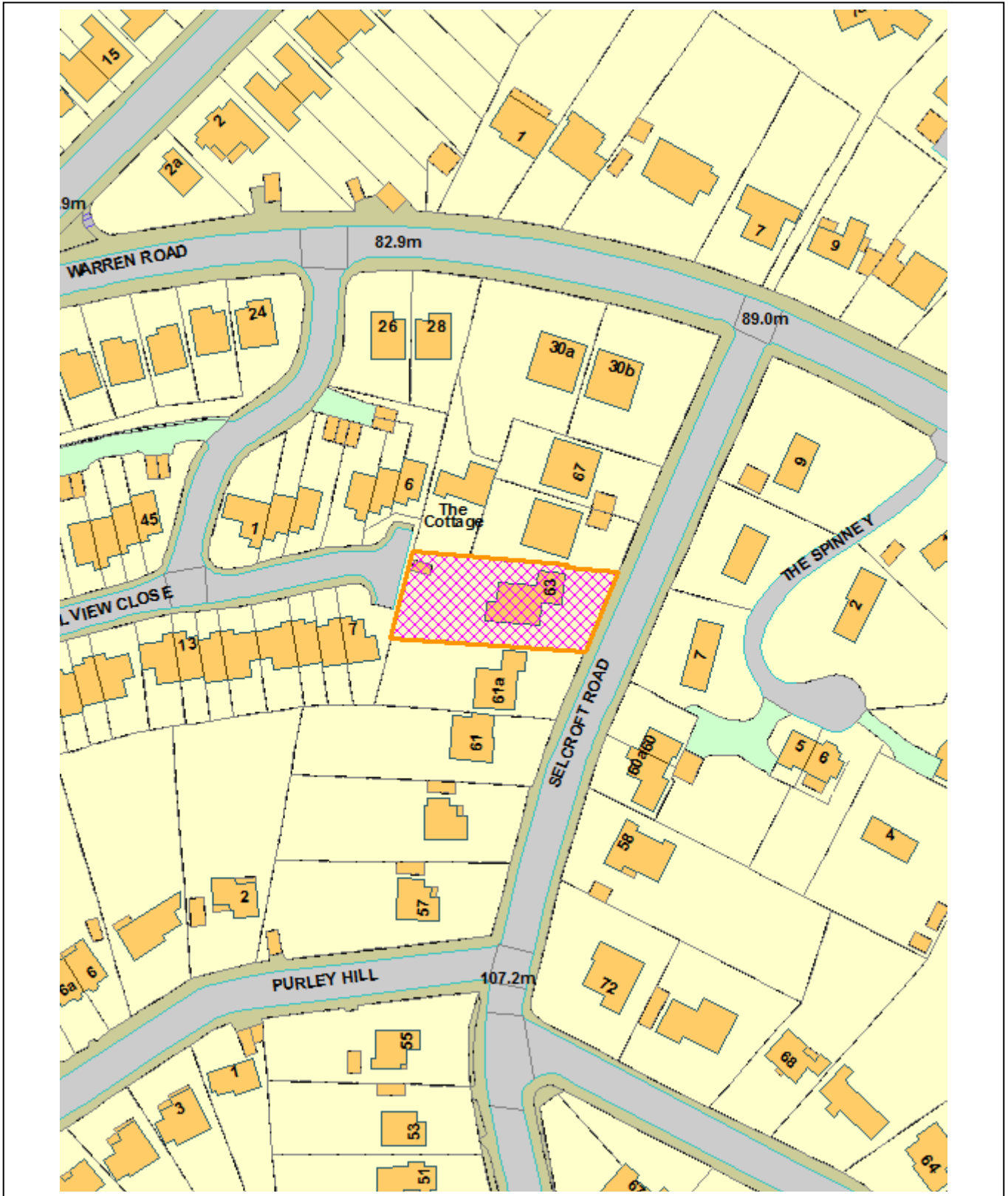
- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application 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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**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/00239/FUL  
 Location: 63 Selcroft Road, Purley, CR8 1AL  
 Ward: Purley Oaks and Riddlesdown.  
 Description: Demolition of the existing bungalow, erection of a two storey (plus roof and basement), creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping.  
 Drawing Nos: 18-P-1, 2, 3, 4, 5, 6A, 8, 9A, 10, 11, 12, 13, 14, 15.  
 Applicant: Sterling Rose.  
 Agent: Sterling Rose.  
 Case Officer: Barry Valentine.

	<b>1B 2P</b>	<b>2B 3P</b>	<b>2B 4P</b>	<b>3B 5P</b>	<b>4B 6P</b>	<b>Total</b>
Existing Provision					1	<b>1</b>
Proposed Residential Mix	2	4	1	2		<b>9</b>

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

1.1 This application is being reported to Planning Committee as 22 objections have been received, which is above the threshold set out in the Committee Consideration Criteria and following on from Ward Councillor representation and referral request (Cllr Simon Hoar) in accordance with the Committee Considerations Criteria.

**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 and balustrades.

4. Details on landscaping including replacement trees, play-space, biodiversity mitigation measures, accessibility, inclusiveness, and boundary treatments (design and privacy).
5. Sustainable Urban Drainage System.
6. Provision of on-site car parking – prior to occupation and permanently retained thereafter.
7. Refuse and cycle store to be built 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 active and one passive electric vehicles charging point.
12. Dropped kerb to be installed and pavement reinstated prior to occupation of the development.
13. Obscurely glazed windows on both flank elevations at ground and first floor level.
14. 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 Planning permission is sought for demolition of the existing bungalow, erection of a two storey property (including roof and basement accommodation), creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping.

### **Site and Surroundings**

- 3.2 The application site is a detached bungalow located on the west side of Selcroft Road. The property is in use as a single residential property (C3). Selcroft Road slopes relatively steeply (dropping down south to north)
- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached, and are generally two storeys in height.
- 3.4 There are no direct policy constraints identified in the Croydon Local Plan (2018).

- 3.5 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at low risk (1 in 1000 years) from surface water flooding; the road in front of the property however is modelled as being at high risk (1 in 30 years). 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. The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development 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 8 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:

Individual responses: 22 Objections 22

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**

- Represents over-development of the site and road.
- Adverse impact on the character of local area. Poor quality design.
- Rear elevation design inappropriate with large mass of windows.
- Development does not respect rear building line, and would have an obtrusive impact on neighbouring properties.
- Loss of daylight/sunlight to neighbouring properties.
- Insufficient boundary treatments that will offer no privacy to 65 Selcroft Road due to level changes.
- Parking spaces will be difficult to access.
- Insufficient parking provided.
- Increase in traffic and parking on street will make roads dangerous.
- Impact of the development on local infrastructure.
- Privacy of residents to the rear.
- Cycle parking difficult to access in rear garden.
- Inadequate refuse and recycling storage.
- Bin store is incongruous.
- Lack of daylight to habitable rooms in single aspect and basement apartments.
- Loss of light to garden.
- Cumulative impact of the development with others approved in the local area.
- Patios, terraces and windows overlooking neighbours gardens.
- Direct overlooking into neighbouring windows.
- Creation of noise disturbance that would ruin quite enjoyment of neighbouring properties and their gardens.
- Loss of trees.
- Semi-detached houses should be built not flats for families.
- Communal garden would create noise that would have an adverse impact on Hill View Close and wildlife.
- Impact on bins on 61A Selcroft Road (environment, health, odour and would encourage vermin).
- Risk to child safety from additional traffic.
- Concern about access to Hill View Close.
- Impact of the development on biodiversity.
- Accessibility.
- Lack of private gardens for flats.
- The development by not providing four bed units for which there is a shortage of. Failure to consider this factor means that potentially there will be discrimination since families requiring 4+ bedrooms are disproportionately from the Black Asian Minority Ethnic (BAME) community.
- No Equality Impact Assessment has been submitted with the application.
- Impact of increased traffic on the disabled local residents.
- Recessed balconies at roof level not shown correctly, and respective balconies impact on privacy. (OFFICER RESPONSE: Revised drawings

have been received that show the recessed balconies more clearly. The impact of the balconies on privacy is considered in the report below).

6.3 The following Councillors made representations:

Cllr Simon Hoar (Ward Councillor for Purley Oaks and Riddlesdown Road) –

- Over development of the site with the proposed building much larger in footprint than the existing building, loss of family housing in favour of a of flatted development in an area of individual family housing, cumulative impact following approval at nearby sites for flatted developments, inaccuracy of statements made in the application, out of keeping with streetscene, loss of privacy for neighbouring properties and insufficient car parking provision.

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

- Target date on the consultation letter was after neighbour consultation response date and this is a source of legal challenge. (OFFICER'S RESPONSE : Public consultation letters were sent out late which caused the statutory determination date, otherwise known as the target date, to be later than the consultation deadline date. The application is not being determined prior to the expiry of the consultation date and all comments received have been taken into consideration. It is not considered that neighbouring properties have been unduly prejudiced by this.)

## 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), revised in July 2018. 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.

7.3 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
- Policy 7.19 Biodiversity and Access to Nature

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 130 sq.m.*
- SP4: Urban Design and Local Character.
  - *SP4.1 High quality development that responds to local character.*
- DM10: Design and Character.
  - *DM10.1 High quality developments, presumption for 3 storeys.*
  - *DM10.2 Appropriate parking and cycle parking design.*
  - *DM10.4 Private amenity space.*
  - *DM10.5 Communal amenity space.*
  - *DM10.6 Protection to neighbouring amenity.*
  - *DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.*
  - *DM10.8 Landscaping.*
  - *DM10.9 Lighting and light pollution.*
- DM13: Refuse and Recycling.
  - *DM13.1 Design, quantum and layouts.*
  - *DM13.2 Ease of collection.*
- SP6: Environment and Climate Change.
  - *SP6.3 Sustainable design and construction.*  
*Minor residential scheme 19% CO2 reduction.*  
*Water efficiency 110 litres.*



- *SP6.4 Flooding and water management - c) SUDs.*
- *SP6.6 Waste management.*
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
  - *SP8.5 and SP8.6 Sustainable travel choice.*
  - *SP8.7 Cycle parking.*
  - *SP8.12 and SP8.13 Electric vehicles.*
  - *SP8.17 Parking standards in low PTAL areas.*
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

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

### **Principle of development and quality of residential units created.**

#### Principle of Development

- 8.2 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. It is likely that the property when originally built was a three bed, with a fourth bedroom added in the loft space at a later date. The existing property measures 142 sq.m. The proposed development would comply with DM 1.2 by providing two three bed units in place of the original three bed unit.
- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds 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 three bed units is proposed, which amounts to 22%, below the strategic target. Notwithstanding this, the proposal is deemed acceptable given that there would be a net gain in three bed units and given the relatively small size of the site which limits the number of larger units that can be provided. In addition, a two bed four person units is being proposed that could also be occupied by a small family. It should be noted there are some provisions within the Croydon Local Plan (2018) for three bed units to be substituted for two bed four person units within the first three years of the plan.

- 8.4 It is noted that one of the objectors has commented that the development fails to provide four bedroom units and as such, unduly discriminates against BAME communities. There is no policy that specifically requires the provision of four bed units. An Equality Impact Assessment was submitted as part of the Croydon Local Plan process – which helped inform and determine the scope and function of adopted policy. The proposed mix would comply with these adopted policies and therefore not considered to discriminate against BAME communities. It could also be argued that the provision of three and two bed units may allow older households to downsize, which in turn could free up larger homes.
- 8.5 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 to 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 to 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 as part of this proposal.

#### 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 would 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'. It is worth noting the basement level units are generously sized, with Flat 1 exceeding minimum floorspace standards by 30 sq.m and Flat 2 by 16 sq.m.
- 8.7 The units would receive good levels of light, outlook and aspect. All the units would be dual aspect or single aspect but not north facing. Key habitable rooms i.e. living rooms, kitchens and main bedrooms are served by generously sized windows. All units would have floor to ceiling heights of 2.5m for at least 75% of GIA in accordance with the London Plan (2016) standards.
- 8.8 The units that are proposed to be located in the basement have been carefully designed and orientated to maximise light and outlook. The main living areas within the basement would have views into generously sized rear lightwells, which have been tiered in order to offer good outlook. The main living areas would have direct access to a generously sized rear patio area. Additional light would enter into the basement units through pavement lights, located on flank elevations of the property, which in combination with windows located on the rear elevation, would ensure the central kitchen areas are adequately lit. The front lightwell is generously sized and would ensure that the bedrooms that would face into them would receive appropriate levels of light and outlook.

- 8.9 The proposed level of external amenity space provision for the development would also be acceptable. The two lower ground floor units would have access to their own private rear patio measuring 17 sq.m. The unit at roof level would have access to two small recessed dormer style balconies, each measuring 2.5 sq.m. The remaining flats would have access to a 105 sq.m rear communal garden area. 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. Opportunities for small scale play-space, in line with policy DM10.4(d) would be delivered through the use of planning conditions with the external amenity space required to be designed in order to be flexible, multifunctional, accessible and inclusive as reasonably possible, in line with the requirements of policy DM10.5.
- 8.10 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.
- 8.11 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. A condition is recommended requiring the units at ground floor level to comply with M4 (2).

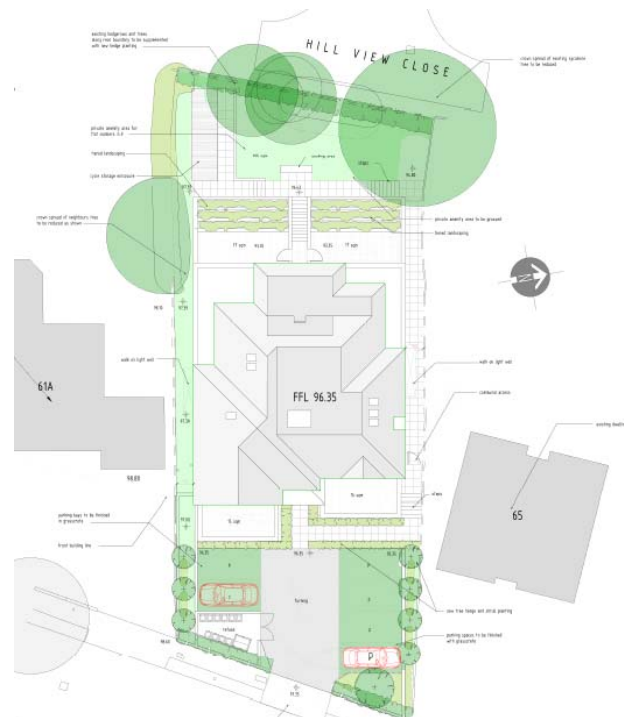
#### **Impact - Appearance of the Site and Surrounding Area.**

- 8.12 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.
- 8.13 The proposed bulk and mass of the development is appropriate. The development would appear as two storeys when viewed from Selcroft Road, in keeping with the two storey prevailing height of the majority of buildings in the surrounding area. The development would respect the site topography, with the eaves of the development being lower than 61A Selcroft Road, but higher than 65 Selcroft Road (see Image A below).



(Image A – Proposed Street Scene Elevation)

8.14 The proposed front building line would also be appropriate, being set further forward of 61A Selcroft Road but back from that of 65 Selcroft Road (see Image B). Whilst the proposed development would extend further back into the site than its immediate neighbours, this would not have a detrimental impact given that garden openness would be maintained through the provision of a good sized rear garden and given that the rear building line does vary to some degree, which is a defining feature of this part of Selcroft Road or wider area. The width of the development would be appropriate with sufficient spacing maintained between the properties. There would be a 1.25m gap to the southern boundary with 61A Selcroft Road and at least a 1.4m gap to the flank elevation of 65 Selcroft Road (to the north).



(Image B – Proposed Landscaping Plan)

8.15 The proposed front lightwells, whilst not characteristic of Selcroft Road, would form discreet and respectful features to the street scene with both set between 9 and 15 metres away from the pavement. Views of these lightwells would be further restricted through the use of planting. The elevation of the basement level has been appropriately designed so would not be out of keeping in any views that were experienced.

- 8.16 Other front lightwells have been approved in Selcroft Road (51 Selcroft Road under LBC Ref 17/04306FUL). The proposed rear lightwells would be acceptable given their location adjacent to the rear elevation of the property, limiting their impact on the garden's appearance. The balustrades to the lightwells would appropriately be black painted metal in keeping with the design of the property. The side glazed lightwells are also acceptable given they are located within the side passageways, which would prevent them from being widely visible.
- 8.17 The proposed traditional design would respect features and detailing common to neighbouring properties. No objection is raised to the use of Juliet balconies on the rear given that the openings have an appropriate level of subdivision in their glazing and given that the balustrading would have a traditional black painted metal design. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.
- 8.18 The landscaping of the front garden area would provide an appropriate balance between the need to increase parking provision on site, whilst being respectful of the green character of the area. Mature hedging would be located around the majority of the front garden area that would help to create an effective green screen. Whilst additional trees are also proposed, their success will be influenced to a certain extent by their close proximity to car parking areas – although the existing frontage of the site is relatively devoid of soft landscaped character. Further details of landscaping is recommended to be secured via condition. The bin store has a simple brick design and would be partially screened from view by mature hedging. The design of the cycle store is also acceptable given that it would not be widely visible from public viewpoints. A condition is recommended to ensure that the bin and cycle store is provided prior to occupation.
- 8.19 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 on Neighbouring Residential Amenities**

- 8.20 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions. The appropriate front and rear building lines and staggered massing would limit the degree of impact on neighbouring amenity (light, outlook and enclosure) as well as limiting overshadowing of neighbouring properties' gardens.
- 8.21 On the northern flank wall of 61a Selcroft Road at first floor level is a bathroom window (as shown in Photo A below), which is not classed as habitable room. The light and outlook of the rest of the openings on this property, would not be significantly impact due to the appropriate massing of the development.



(Photo A – Site Photo of Flank Elevation of 61A)

8.22 On the southern flank wall of 65 Selcroft Road at ground floor level are three small windows and a door (as shown in Photo B), which are understood to serve a utility room/toilet and a study. At first floor level on the flank elevation there is a window that is understood to serve a bathroom. The impact of the development on light and outlook of the utility and toilets rooms would therefore be acceptable given these are not considered to be habitable rooms. The impact on the outlook/light of the study is also acceptable given that a study is not a key habitable rooms (i.e. bedrooms, living rooms, kitchens and dining rooms) and given that the two opening serving this room are very small thereby only offering limited outlook/light. There are rooflights located on the southern flank elevation roof slopes, but the light and outlook that they receive would not be unacceptably harmed given the angle/direction they face. The light and outlook of the rest of the openings on this property, would not be significantly impacted due to the appropriate massing of the development.



(Photo B – Site Photo of Flank Wall of no.65)

8.23 To the rear of the site, facing onto the northern side boundary of the site is 'The Cottage', Hill View Close. The 12 metre separation distance between the proposed building and 'The Cottage' would prevent the development having an unacceptable impact on light and outlook enjoyed by this property.

- 8.24 In terms of privacy, a condition is recommended requiring the windows on the flank elevation of the proposed development to be obscurely glazed and non-opening up to a height of 1.7m from the finished floor levels. The proposed rooflights would not cause significant harm to neighbouring privacy given their angle and their height. Windows located on the front of the property would largely have views over the road, with properties on the opposite side of Selcroft Road located over 30m away. The privacy of 'The Cottage' would not be significantly harmed due to the obtuse angle that the proposed window outlook relative to those on 'The Cottage'. A condition is also recommended in regards to boundary treatments, to both ensure that they are of an appropriate design and to help mitigate the impact of potential overlooking from use of the garden on neighbouring properties gardens, in particular 65 Selcroft Road which is located at a lower level.
- 8.25 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 and away from immediate neighbouring properties windows.
- 8.26 There would be some overlooking of neighbouring gardens from the new windows on the development, but the impact of which is not considered to be significant.
- 8.27 There would be some additional overshadowing of gardens belonging to 'The Cottage' and 65 Selcroft Road. However, such overshadowing would not be sufficient to justify refusal of planning permission due to the setting of the building away from the boundary by a 1 metre and the staggered massing of the development. There are overgrown shrubs and some low quality trees on the site, the removal of which should allow more light to enter into neighbouring properties' gardens. This should partially offset the impact of overshadowing from the built form of the development.
- 8.28 The proposed intensification of the use of the site would not be sufficient to create significant and unacceptable levels of noise disturbance to neighbouring properties and their gardens.

### **Impact - Parking and Highway Conditions**

- 8.29 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.
- 8.30 The proposed development would provide six car parking spaces for the nine units. The applicant has submitted a Transport Technical Note produced by Markides Associates. Using census data for Purley Ward based on the unit type it predicts that the development would generate a demand for seven parking spaces. In officer's view, the development is likely to generate a higher demand

that 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 nine car parking spaces (i.e. one per unit). Therefore under the applicant's estimate there would be a predicted displacement of one car, whereas under the Council's estimate there would be a predicted displacement of three cars onto the road.

- 8.31 The applicant has submitted a parking study that measures car parking capacity in part of Selcroft Road, part of Purley Hill, part of Oakwood Avenue, Harman Place and part of Warren Road. 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. Of the 188 on-street parking spots available, only 14 to 15% were shown to be occupied. Parking stress is deemed as high when there is an 85% saturation. There is therefore 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, including that of children and those with disabilities. The development given the small number of units created, would not cause significantly levels of traffic.
- 8.32 The existing property has a dropped kerb on the northern side of the property. The dropped kerb would be removed, and the pavement/kerb reinstated. A new dropped kerb would be created in the centre. A condition is recommended to ensure that the pavement is reinstated and new dropped kerb provided prior to occupation. No vehicular or pedestrian access is currently proposed onto Hill View Close. In terms of parking layout, the two sets of car parking spaces are located 6m apart, which would be sufficient to ensure that cars could enter and leave the site safely in a forward gear.
- 8.33 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.
- 8.34 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 15 cycle parking spaces would need to be provided. Submitted drawings shows a cycle store with a capacity of 14 cycle parking spaces. A condition is recommended requiring the bicycle storage to be provided prior to occupation, as well as one additional cycle spaces to be provided. The route from the bicycle store to the street is a little convoluted, but given the wider benefits of the scheme it would be unreasonable of the council to refuse planning permission on this basis.

#### **Impact on Trees.**



8.35 There are no trees within the site or in surrounding properties that are subject to a Tree Preservation Order (TPO). Trees that are located on the site, or within neighbouring properties' gardens are either not of sufficient merit to require mitigation measures, or are set well away from the proposed built development. Replacement trees would be provided by the development, which is recommended to be secured through the use of a planning condition.

### **Impact on Flood Risk**

8.36 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at low risk (1 in 1000 years) from surface water flooding. The road in front of the property however is modelled as being at high risk (1 in 30 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**

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

8.38 A bin store area is proposed to the side of the property. 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.

8.39 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.

8.40 In terms of wildlife and biodiversity, the site is not in a protected area and there is insufficient evidence especially given the characteristics of the site (residential property with gardens) to suggest that there is protected flora and fauna on site. Whilst there would be the loss of some trees/planting as a result of the development, it is considered that this can be adequately offset by landscaping and installation of simple mitigation measures such as bird boxes. This is recommended to be secured via condition.

8.41 The development would be liable for both Mayoral Community Infrastructure Levy (CIL) and Croydon CIL. The collection of CIL would contribute to provision of infrastructure to support the development including provision, improvement, replacement, operation or maintenance of education facilities, health care facilities, public open space, public sports and leisure, and community facilities.

## **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 three bed and one two bed four person unit being provided. 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 proposal would not cause harm to archaeological remains. 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 APPLICATION DETAILS**

Ref: 18/00841/FUL  
 Location: 1 Brighton Road, Coulsdon, CR5 2BF  
 Ward: Coulsdon West  
 Description: Demolition of existing detached dwelling: erection of two/three storey building comprising 4x1 bed flats and 5x2 bed flats: formation of vehicular access onto Stoats Nest Road and provision of associated 6 car parking spaces.  
 Drawing Nos: 222-10-110 Rev G, 222-10-111 Rev G, 222-10-112 Rev H, 222-10-113 Rev D, 222-10-120, 222-10-130 Rev C, 222-10-200 Rev D, 222-10-201 Rev C, 222-10-210 and 222-10-211.  
 Agent: Ben Reed Architects Ltd  
 Case Officer: Georgina Betts

	<b>1B 1P</b>	<b>1B 2P</b>	<b>2B 4P</b>	<b>4B+</b>	<b>Total</b>
Existing Provision				1	<b>1</b>
Proposed Provision		4	5		<b>9</b>

Number of car parking spaces	Number of cycle parking spaces
6	10

1.1 This application is being reported to Planning Committee as objections above the threshold in the Committee Consideration Criteria have been received. Furthermore, the Local Ward Councillor (Councillor Clancy) has objected to the scheme and requested Planning Committee consideration

**2.0 RECOMMENDATION**

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

**Conditions**

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) Prior to the occupation of the development details of (1) Visibility splays (2) Security lighting (3) Playspace and (4) electric vehicle charging points shall be provided to and approved in writing by the LPA
- 3) Submission of Construction Logistics Plan
- 4) Samples of external facing to be submitted and approved

- 5) Hard and soft landscaping to be submitted
- 6) Water usage and carbon dioxide reduction
- 7) Ground floor units provided to M4(2) standard with level threshold
- 8) Refuse and bicycle stores to be provided as specified
- 9) Restrictions on windows in the south-western elevation
- 10) Commence within 3 years of the date of the permission
- 11) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

### **Informatives**

- 1) Community infrastructure Levy
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Party Wall Act of 1996
- 4) Section 278 Agreement required by Transport for London (TFL)
- 5) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

3.1 The applicant seeks full planning permission for the:

- Demolition of the existing two storey detached dwelling;
- Erection of a three-storey building comprising of 4x1 bedroom and 5x2 bedroom flats;
- Formation of vehicular access onto Stoats Nest Road;
- Provision of 6 car parking spaces;
- Associated hard and soft landscaping works.

3.2 Amended plans were received on the 23<sup>rd</sup> August 2018 showing the following amendments:

- Reconfiguration of internal layouts
- Identification of the sloping roof and roof windows on the second floor plan, roof plan and aerial sketch
- A section through the gables facing Brighton Road to confirm the sloping roof and sufficient head room in the second floor apartment.
- Roof alterations including the removal of a dummy pitch roof of the single storey element
- A reduction in the width of the frames to the gable features
- Re-siting of windows and doors
- Enlargement of glazed gable windows
- Increase in the depth of the building by approximately 215 mm (closer to Brighton Road)
- Introduction of a third gable along the Stoats Nest Road elevation.

- 3.3 The LPA went back out to consultation regarding the above changes and gave residents a further 14 days to provide any further comments.

### **Site and Surroundings**

- 3.4 The application site lies on the south-eastern side of Brighton Road at the junction with Stoats Nest Road and is currently occupied by a two-storey detached property; the property is currently vacant. The surrounding area is residential in character and comprises predominantly of two storey semi-detached and detached properties dating back to the inter-war period.
- 3.5 Whilst the site is relatively flat in topographical terms, the land starts to rise to the south-east. There is a large group of Leylandi trees along the north-eastern boundary which softens existing boundary conditions fronting onto Stoats Nest Road.
- 3.6 The site lies within an area at risk of Surface Water Flooding as identified by the Croydon Local Plan and Environment Agency Flood Maps. Brighton Road and part of Stoats Nest Road form part of the TFL network while the remainder of Stoats Nest Road is included in the Council's list of classified roads.

### **Planning History**

- 3.7 The application site has an extensive planning history and therefore the most relevant history is as follows:
- 3.8 05/04593/P: Demolition of existing building; erection a two/three storey building with accommodation in the roof space to provide up to 9 one/two bedroom flats; alterations to vehicular access and provision of associated parking. This application was refused for the following reasons;
- 1) The proposal would be an overdevelopment of the site and the siting of the building as illustrated in the block plan would result in an unsatisfactory residential environment being provided for the occupiers of the proposed dwellings by reason of the inadequate private amenity space.
- 3.9 07/00722/P: Alterations; conversion to form 3 two bedroom and 3 one bedroom flats; erection of two storey side/rear extension; formation of vehicular accesses onto Stoats Nest Road and provision of associated parking. This application was refused for the following reasons;
- 1) The development would not provide a high standard of design and layout, nor would it respect the visual character of the area in which it is located
  - 2) The proposal would result in an overdevelopment of the site out of keeping with the character of the area and detrimental to the appearance of the street scene
  - 3) The proposal by reason of its size, siting and design would result in an unsatisfactory cramped back garden development that would be detrimental to the amenities of the occupiers of adjoining residential properties resulting in loss of privacy, poor outlook, visual intrusion and noise and disturbance

- 4) The development would result in sub-standard accommodation by reason of inadequate floor areas and unsatisfactory layout
- 5) The development would create a hazard to pedestrians and vehicular traffic using the highway by reason of inadequate turning areas and excessive crossover widths.
- 6) The design and layout of the parking and service areas would not be safe, secure, efficient and well designed.

3.10 08/02459/P: Demolition of the existing buildings; erection of two storey building with accommodation in roof space comprising 4 two bedroom and 3 one bedroom flats; provision of associated parking.

**[Granted - Not implemented]**

3.11 11/01890/P: Demolition of the existing buildings; erection of two storey building with accommodation in roof space comprising 4 two bedroom and 3 one bedroom flats; provision of associated parking.

**[Granted - Not implemented]**

3.12 17/03936/FUL: Demolition of existing house; erection of 3 storey building comprising 6 two bedroom and 4 one bedroom flats; formation of vehicular access onto Stoats Nest Road and provision of associated refuse and cycle storage and car parking.

**[Application Withdrawn]**

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

- The residential nature of the development can be supported in principle
- The development would have limited impact upon the character and appearance of the surrounding area.
- The development would have an acceptable relationship with neighbouring residential properties.
- The standard of accommodation for future occupiers is satisfactory
- Access, parking and turning arrangements are acceptable.

#### **5.0 CONSULTATION RESPONSE**

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

5.2 Transport for London (TFL) were notified regarding this application as Brighton Road and part of Stoats Nest Road form part of their network. Whilst no objections have been raised by TFL, several conditions have been suggested to ensure the smooth operation of their network during construction. This is discussed in more detail below.

#### **6.0 LOCAL REPRESENTATION**

6.1 The application has been publicised by way of letters sent to neighbouring occupiers of the application site and site and press notices. The number of



representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 40      Objecting: 38      Supporting: 2

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:

- Loss of privacy/light
- Cramped/over development/out of character
- Inadequate parking provision/overspill to surrounding roads
- Impact on the safety of the highway/red route/dangerous access
- Inappropriate height, surrounding buildings only two storeys
- Pollution
- Flooding, sewage and environmental impacts
- No details of external lighting
- Noise and disturbance from overcrowding
- Loss of green space

6.3 Councillor Clancy objected to the application siting issues and over-development, unsatisfactory highway arrangements and insufficient on site car parking.

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

- Location of bins in respect of neighbouring properties will encourage rats [Officer Comment: this is not a material planning consideration]

6.5 The following comments were made in support of the application:

- Nice project making use of derelict site
- Needed accommodation for the area
- Design would enhance the area
- The development would not adversely affect neighbouring amenity

6.6 The following comments were received following the re-consultation:

- Not in keeping with the area
- Overdevelopment
- Unsatisfactory highway arrangements
- Lack of parking
- Noise
- Loss of light
- Obtrusive by design
- Overlooking

## **8-07.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

- 7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 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 Parking
- 7.2 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

### Croydon Local Plan 2018 (CLP):

- SP2 Homes
- SP4 Urban design and local character

- SP6 Environment and climate change
- SP8 Transport and communications
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

- The principle of the proposed development
- The impact on the townscape and the visual impact;
- The impact on the residential amenity of adjoining occupiers;
- The living conditions provided for future occupiers;
- Transportation considerations
- Other matters

### **Principle of development and the established need.**

8.2 The application site is currently occupied by a detached two storey dwelling which is in single family occupancy; however at this time the property is vacant. The existing property is not classified as a small family home as defined by Policy DM1.2 of the CLP 2018.

8.3 The proposed development results in the net gain of 8 homes and therefore the principle of the development can be supported.

### **Townscape and Visual Impact**

8.4 The applicant proposes to demolish the existing property and erect a three-storey building comprising of 4x1 bedroom and 5x2 bedroom flats. The development would consist of an 'L' shaped building fronting onto Brighton Road and Stoats Nest Road, successfully addressing the corner. The design of the building references the architectural style of neighbouring properties and introduces a recessed third floor.

8.5 The sites corner position allows for a taller building aiding the legibility of the townscape, ensuring compliance the Croydon Plan policy and supporting three storey developments. The amendments received during the course of the application have sought improvements to the articulation of the building with the gable features now extending to the flank and rear elevations. The design amendments have sought a more cohesive approach ensuring that the building appears light and elegant, the approach to the redevelopment of the site is therefore supported.



Front elevation of the development facing onto Brighton Road.



Elevation fronting onto Stoats Nest road.

- 8.6 The surrounding area is characterised by forecourt parking and the current proposal is no different in this respect. Vehicular access would be via Stoats Nest Road and there is good opportunities for soft landscaping along both Brighton Road and Stoats Nest Road. The form and location of the parking area is therefore acceptable and would not harm the character of the wider area.
- 8.7 Details of the external facing materials would be secured via condition.

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

- 8.8 The development would extend approximately 2 metres beyond the rear of 3 Brighton Road with a separation distance of 3 metres between flanks walls. The return of the 'L' shaped building would project 7.9 metres with a separation distance of 8 metres, extending a further 4.5 metres with a separation distance of 11 metres; no windows would be placed in south-western elevation facing onto the flank elevation of 3 Brighton Road. Given the overall form of the development, generous separation distances, the proposal is not considered to result in demonstrable harm to the amenities of this neighbouring property.
- 8.9 The separation distance between the development and the neighbouring properties within Windermere Road is approximately 40 metres; this is well in excess of the accepted minimum standards. The development is therefore not considered to appear visually intrusive nor result in harmful loss of privacy to the residents of Windermere Road. No other neighbouring properties are considered to be unduly affected by the development.

8.10 Noise and general disturbance as a result of the building works could be secured through a condition as part of a Construction Logistics Plan/Management Strategy.

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

8.11 All units would provide a good standard of accommodation and would contribute to the Borough's need for new homes meeting the minimum space standards set out in the "Technical Housing Standards March 2015".

8.12 All units are provided with private amenity space in accordance with the London Plan standards and have access to a generous communal garden at the rear, capable of complying with play-space standards as set out in the Croydon Plan. Details of boundary treatments, hard and soft landscaping would be secured via condition.

8.13 Level access is provided while the ground floor units are capable of being adaptable/life-time homes and provision of step free access and other requirements of M4(2) are captured (for all ground floor flats) by way of planning condition.

8.14 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

### **Transportation Considerations**

8.15 The site has a PTAL rating of 3 which indicates that the site has moderate accessibility to public transport. The applicant has provided one disabled parking bay and 5 spaces towards the front of the site. Therefore the site would provide 6 parking spaces for the 9 flats proposed. Given the PTAL level and the need to encourage more sustainable methods of transport this provision is considered acceptable.

8.16 As Brighton Road forms part of TfL's road network, parking is restricted along Brighton Road and on part of Stoats Nest Road. TfL have stated that the parking provision complies with the London Plan and is appropriate given the size of development proposed. TfL do not consider that the development would have an adverse impact on the safety and efficiency of their highway network subject to relevant planning conditions.

8.17 Cycle storage is provided in accordance with the London Plan and would be secured through condition. In addition the Council would seek to secure the following via condition;

- Visibility splays
- Construction Logistics Plan/Management Strategy

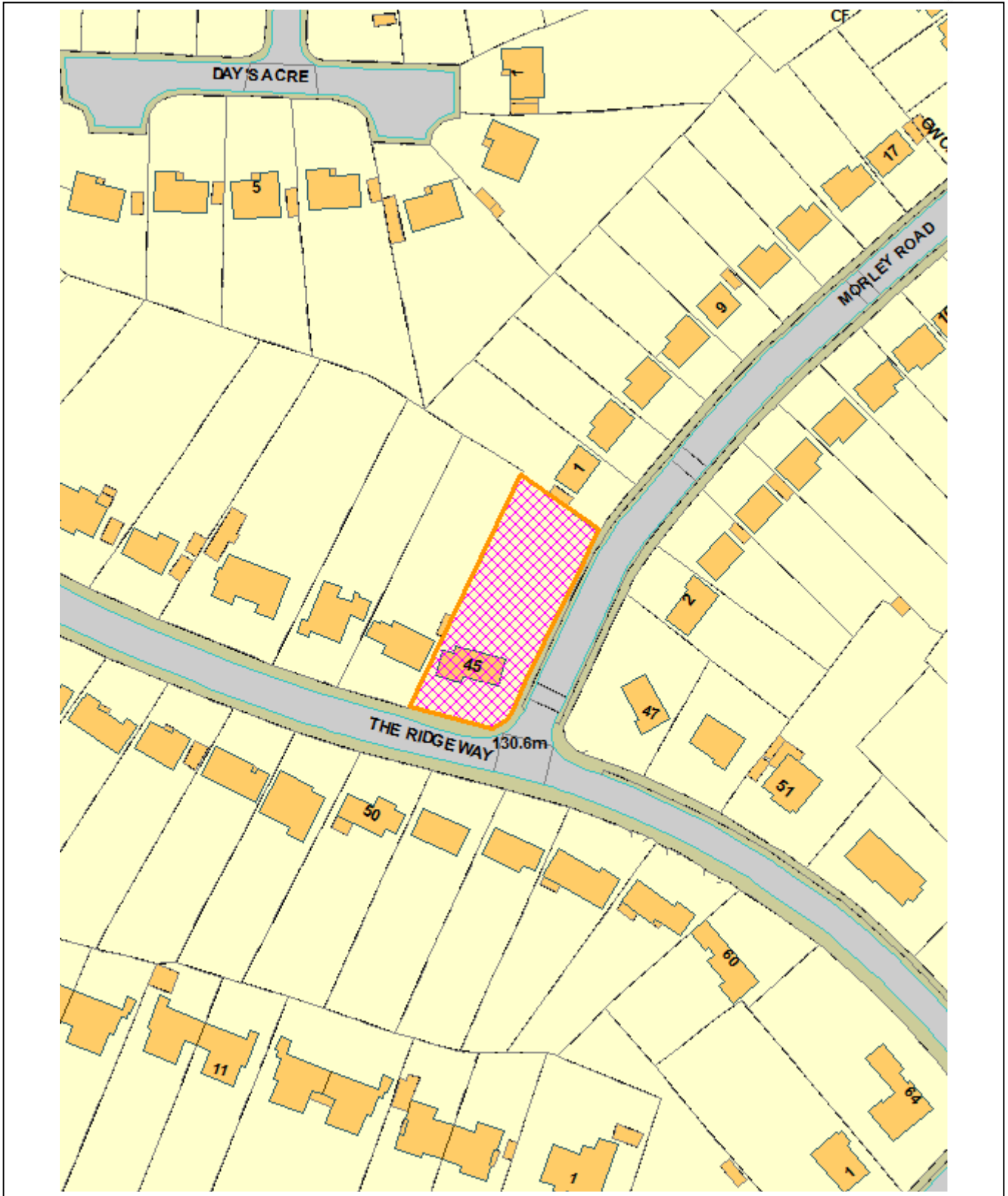
8.18 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

### **Other matters**

- 8.19 The site is not subject to a formal tree preservation order nor are there any trees worthy of retention. However, Officers recognise that the existing trees contribute to the character of the surrounding area. In order to mitigate such a loss, the applicant will be required to provide 5 impact trees as part of the wider landscaping scheme.
- 8.20 Appropriate flood mitigation (SuDS) can be secured as part of the landscaping condition.
- 8.21 Given the minor nature of the development it is not considered that the development would have a significant impact on air quality or pollution.
- 8.22 Details of external lighting could be secured through condition.

### **Conclusions**

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



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**PART 6: Planning Applications for Decision**

**Item 6.3**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/01364/FUL  
 Location: 45 The Ridge Way, South Croydon CR2 0LJ  
 Ward: Sanderstead  
 Description: Full planning application for the demolition of a single-family dwelling, erection of a one 3-storey block, containing 9 flats with associated access, 9 parking spaces, cycle storage and refuse store.  
 Drawing Nos: BX31-S1-101; BX31-S1-102; BX31-S1-103C; BX31-S1-104C; BX31-S1-105C; BX31-S1-106; BX31-S1-107; BX31-S1-108B and BX31-S1-109  
 Applicant: Mr Haris Constanti of Aventier Ltd  
 Case Officer: Robert Naylor

	1B 1P	1B 2P	2B 3P	3 B 4P	5B+	Total
Existing Provision					1	1
Proposed Provision			8	1		9

Number of car parking spaces	Number of cycle parking spaces
9	182

1.1 This application is being reported to committee because the Chair of Planning Committee and the Ward Councillor (Cllr Lynne Hale) have made representation in accordance with the Committee Consideration Criteria and requested Planning Committee consideration. Furthermore, objections above the threshold have been received.

**2.0 RECOMMENDATION**

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

**Conditions**

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. No works until details facing materials
- 3. Details to be supplied for: Refuse/Cycles/Boundary/Floor levels/Child play space/lighting
- 4. Details of car parking
- 5. No additional windows in the flank elevations
- 6. Hard and soft landscaping to be submitted

7. 19% reduction in CO2 Emissions
8. 110l Water Restriction
9. Permeable forecourt material
10. Trees – Details in accordance with AIA
11. Visibility splays
12. Construction Logistics Plan
13. Provision of M4(2) (ground floor units)
14. Time limit of 3 years
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) CIL
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a three storey building which includes accommodation in roof-space
- Provision of 8x2 bedroom flats (fronting onto The Ridge Way) and 1x3 bedroom flat fronting onto (Morley Road).
- Provision of 9 off-street spaces including one disabled bay (access off both The Ridge Way and Morley Road).
- Provision associated refuse/cycle stores

### **Site and Surroundings**

3.2 The application site is a large detached property located on the northern side of The Ridge Way on a fairly large corner plot at the junction with Morley Road. The surrounding area is residential, although there is a school located in close proximity to the site. The current house on the site, along with many of its neighbours occupies a relatively generous plot.

3.3 Whilst there is no distinct style in regard to the properties along The Ridge Way, the majority of properties along this section are single family dwelling-houses, generally two storeys. There is a single entrance point onto The Ridge Way, providing access to a large hard standing, forecourt area which is used for the parking of vehicles. In terms of designations, the site is located within an archaeological priority zone (APZ) and also within a critical drainage area.

### **Planning History**

3.4 The most recent and relevant planning history associated with the site is as follows:

- Planning permission (LBC Ref 93/01245/P) was granted in September 1993 for the erection of a 6' 6" fence along the boundary of the site. This appears to have been implemented
- Planning permission (LBC Ref 94/02113/P) was granted April 1994 for the demolition of garage and porch; erection of single storey side/rear extension; front porch and access ramp; erection of attached garage.

#### **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.
- 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 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.
- Subject to conditions would not have an adverse impact on the extent of flood risk
- Sustainability aspects can be controlled by conditions

#### **5.0 LOCAL REPRESENTATION**

5.1 The application has been publicised by 10 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 207    Objecting: 207    Supporting: 0    Comment: 0

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

##### **Objections:**

- Negative impact on traffic and highway safety (nearby school)
- Negative impact on on-street parking
- Parking provision not adequate
- Out of character with nearby properties
- Over-development
- Three storeys is too high
- Too bulky and prominent
- The development is too dense for area
- Loss of green space/garden grabbing

- Inadequate landscaping
- Inadequate refuse and recycling
- Detrimental to the amenities of the neighbouring properties
- Division of garden out of keeping
- Impact on pollution (noise, light, disturbance etc)
- Setting a dangerous precedent
- Impact on wildlife and habitats
- Loss of light
- Provision of disabled access and units
- Increasing pressure on local services
- Restrictive Covenants preventing limiting use of the land to a single dwelling  
[OFFICER COMMENT: Restrictive covenants and planning applications operate independently of one another and not a material consideration. Private covenants prohibiting certain types of use is a civil matter and not in the remit of planning control]
- Drawings are misleading and erroneous details [OFFICER COMMENT: The applicant has made a number of amendments to correct drafting errors. Errors that have been highlighted throughout the application process and officers are satisfied that the information received is adequate to enable the application to be considered or determined in a robust manner]

6.3 The following Councillors made representations:

Cllr Lynne Hale (Sanderstead Ward Councillor)

1. Over-intensification
2. Out of character with nearby properties which are of two storeys
3. Density out of character with nearby properties
4. Loss of green areas to increased hard standing
5. It would detrimental to the amenities due to visual dominance
6. Dividing the garden up out of character with neighbouring gardens

Cllr Paul Scott (Committee Chair)

Consider that the scheme raises important planning issues which should be considered by Planning Committee – those issues being:

1. Potential to meet housing need through the provision of new homes, responding to the Government's National Planning Policy Framework and the Mayor for London's housing targets
2. Massing and design of the proposed building in relation to the character of the area
3. Parking provision - potential provision of additional spaces on site without adverse impact
4. Affordable housing provision - site capable of accommodating 10+ units therefore should contribute to affordable housing provision
5. Mix of residential units - single 3 bed unit, with all 2 beds being 3 person

## **7.0 RELEVANT PLANNING POLICIES AND GUIDANCE**

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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;
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

### **7.4 Consolidated London Plan 2015**

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

### **7.5 Croydon Local Plan (adopted February 2018)**

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM43 – Sanderstead

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

## 8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- a) The principle of the development;
- b) Impact of the development on the character and appearance of the area;
- c) Impact on residential amenities;
- d) Standard of accommodation;
- e) Highways impacts;
- f) Impacts on trees and ecology;
- g) Sustainability issues;
- h) Archaeological Priority Zone (APZ); and
- i) Other matters

### **The Principle of Development**

- 8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.
- 8.3 Sanderstead has been identified as an area of sustainable growth with some opportunity for windfall sites; growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness.
- 8.4 The Croydon Local Plan 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 5 bed and would be significantly in excess of this floorspace threshold. Similarly, the proposed development would provide a 3 bed 4 person unit which would result in no net loss of family accommodation. The overall mix of accommodation, given the relatively small size of the site, is considered acceptable.

- 8.5 In respect to the density of the scheme representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 0 and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be in excess of this range at 245 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed and the London Plan provides sufficient flexibility for such higher density schemes to be supported.
- 8.6 Furthermore, it is significant that the draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers. Given that Sanderstead has been identified as an area of sustainable growth with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness and this would accord with the policy aims.
- 8.7 Given that the site is located within an existing residential area and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.
- 8.8 The requirement to deliver affordable housing is triggered on major development only (10 or more units) and officers are satisfied that the number of units proposed in this particular case is acceptable. Delivery of 10 or more units would lead to an increase in smaller 1 bed (2 person units) which would not be attractive to small families.

### **The Character of the Area and Visual Amenities of the Street-scene**

- 8.9 The proposal seeks to demolish the existing large detached dwelling-house and replace with 9 apartments within a single unit. The scheme has been specifically designed to resemble a large detached property to reflect the character of the street-scene. The existing property is not protected from demolition by existing policies and is deemed acceptable subject to a suitable replacement designed building being agreed.
- 8.10 The Croydon Local Plan has a presumption in favour of three storey developments and given that the height of the proposal would be akin to the existing ridgeline and would be appropriate in terms of the bulk and mass, the overall approach would be acceptable. The design of the building would be traditional in form, albeit with more contemporary materials consisting of large gables to the front elevation and bay elements.
- 8.11 The proposal has been set forward of the existing front building line to align more favourably alongside the adjoining property at 43 The Ridge Way. Whilst it is acknowledged that the southern bay would be forward of this line, given its corner position, this would not have a harmful impact on the street scene. The development

would relate satisfactorily to the neighbouring rear building line (to 43 The Ridge Way) following the recently completed rear extension to this property (LBC Ref 16/00239/GPDO).



8.12 The width of the development would be appropriate, given that the scheme would be set off 3.0m from the boundary with 43 The Ridge Way and approximately 2.0m from the boundary with Morley Road. The proposed roof form would reduce the perceived mass of the development when viewed from the street, given the hipped finish.

8.13 The front of the site would be given over to hard-standing to allow for two off street parking spaces for the new dwellings which is a general feature of the surrounding area. The details of the forecourt onto The Ridge Way would reflect the arrangement of the neighbouring buildings and would be acceptable.



8.14 The proposal seeks to locate the remaining seven off-street spaces within a vehicle hardstanding located towards the rear of the site adjacent to 1 Morley Road. Given the overall scale of the development, the extent of hardstanding would not be excessive.



The site offers sufficient opportunities for soft landscaping to the front and rear as well as between the proposed development and the neighbouring property fronting Morley Road.

- 8.15 Whilst the appearance of the development from the street scene is generally acceptable, specification and samples of external materials would need to be conditioned, alongside details of hard landscape materials including car park, forecourt paving and play/exercise area surface. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

### **The Amenities of Neighbouring Occupiers**

- 8.16 The properties that are most affected are 43 The Ridge Way; 47 The Ridge Way and 1 Morley Road.

#### 43 The Ridge Way

- 8.17 The orientation of the proposed building would now reflect the siting of 43 The Ridge Way, which would deliver greater consistency. This would allow for a greater depth of building.

- 8.18 43 The Ridge Way has a number of windows at the ground floor level which serve a garage, utility room and kitchen (although this is dual aspect). There is an adjoining close board fence and vegetation along the boundary, which should mitigate any issues of overlooking from the rear ground floor windows. The flank elevation also contains two upper floor windows which both serve bedrooms. The bedroom to the front is dual aspect and the proposal would pass the 25 degree test for the habitable rooms at the roof level.

- 8.19 In respect to overlooking and loss of privacy, there are no windows on the flank at the first floor and the roof-lights would be high level and unlikely to be problematic in terms of overlooking and loss of privacy. Nevertheless, it is considered prudent to restrict openings on flank elevations.

- 8.20 Whilst there would be a degree of overlooking – across rear gardens, this is not uncommon in a suburban situation. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

#### *47 The Ridge Way*

- 8.21 In terms of impacts on 47 The Ridge Way the proposal is set approximately 20m from the flank wall of the proposed development with Morley Road between the properties. Whilst there are first floor windows and the roof lights at a high level, given the level of separation it is unlikely to cause issues of overlooking from these units.

#### *1 Morley Road*

- 8.22 This property is located at the rear of the site in excess of 35m from the rear of the proposal and the flank elevation contains no windows. Given the separation between these properties and the proposed landscaped boundary to be conditioned between these properties, this relationship is acceptable.
- 8.23 In regard to noise and disturbance the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area. Issues of car headlights can be managed through use of robust boundary screening and fencing

### **The Amenities of Future Occupiers**

- 8.24 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard.
- 8.25 With regard to external amenity space, the London Housing SPG states that a minimum of 5 square metres of private outdoor space should be provided for 1-2 person dwellings and an extra 1 square metres for each additional unit. Each of the ground floor units (including the three bedroom unit) have access to their own private amenity space. As regards to the other units most would have access to private balconies, with only Units 5 (at the first floor) and 8 (on the second floor) not having any private amenity space. However, there is a communal space and the upper floor flats would have access to this communal garden area – with all residents having safe and convenient access into the rear communal garden area.
- 8.26 The local plan also requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space the scheme would need to provide 14.2 square metres, based on the projected number of children present on site. This can be secured through a condition in regard to the landscaping.
- 8.27 There is level access to the site from the front allowing both the ground floor units to be wheelchair accessible and there is sufficient space for one of the car parking spaces to be dedicated to disabled use. The London Plan states that developments of four storeys or less require this provision to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint in order that the scheme remains in keeping with the surrounding area, it is considered that one of the ground floor units should be M4(2) adaptable. This has been added as a condition.

### **Traffic and Highway Safety Implications**

- 8.28 The Public Transport Accessibility Level (PTAL) rating is 0 which is worst PTAL rating. The scheme seeks to provide 9 off street parking bays. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision which in this case would be 2 spaces per unit, although residential parking standards should be applied flexibly.

- 8.29 The provision of 2 spaces is a maximum provision and a 1:1 ratio would be more in line with the London Plan and Croydon Plan to reduce the reliance on the car and meet with sustainability targets. The applicant has provided a Transport Statement covering trip generation associated with the residential development as part of the application. The TRICS (Trip Rate Information Computer System) exercise undertaken predicts that only 3 two-way vehicle movements can be expected to be generated by the proposed development during both the AM and PM peak hour period. The impacts of such small increases in traffic will be readily accommodated on the local highway network and are not expected to discernibly alter existing accident rates or their severity.
- 8.30 The scheme provides 9 off-street parking spaces that would provide a 1:1 ratio of spaces to apartments which is just below the maximum standards of the London Plan in this location. Officers are satisfied that this level of off street car parking should help in the promotion of more sustainable travel. In compliance with the London Plan, electric vehicle charging points have been shown installed in the parking area and this can be secured by way of a condition.
- 8.31 The proposal will provide a new vehicular access to the site and vehicles would be able to access and exit the site in forward gear. Splays are proposed to ensure high levels of highway inter-visibility. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.32 Cycle storage facilities would comply with the London Plan (requiring 18 spaces), and officers are satisfied that there is capacity to accommodate the required number which could be secured through planning condition. The provision of refuse storage has been demonstrated on the plans and has been found acceptable. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this could be secured through a condition.

### **Impact on Trees and Wildlife**

- 8.33 An Arb Report and Impact Assessment has been submitted with the application; the Council's tree officers are satisfied with the proposed approach, subject to a condition that the development should be carried out in accordance with this assessment.
- 8.34 With regard to wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

### **Sustainability Issues**

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

### **Archaeological Priority Zone (APZ)**

- 8.36 As part of the application Greater London Archaeological Advisory Service (GLAAS) have been consulted as part of the application. They have indicated that although it is situated in an APZ, given the scale of the development and the proposed unit largely

overlying the footprint of the existing building, they would not be any recommendation for archaeological works.

### **Other Matters**

- 8.37 The site is not located in any designated flood area, however the scheme is located within a critical drainage area. The applicants have submitted a Flood Risk Assessment (FRA) which based on a desktop study of underlying ground conditions, infiltration of surface water runoff following redevelopment may be feasible
- 8.38 To mitigate any residual risk of flooding, the FRA indicates that flood resilient construction techniques should be incorporated into the proposals and in order not exacerbate the risk of surface water flooding, surface water drainage arrangements for the redeveloped site should be in accordance with national and local policy requirements and should ensure that there is no increase in flows of surface water runoff when compared with the existing site. Given the areas of hardstanding to be utilised as parking areas, permeable paving system should be incorporated as part of the scheme. This should accommodate surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.
- 8.39 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway, particularly given the location of the nearby school. As such it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along The Ridge Way.
- 8.40 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

### **Conclusions**

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



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**PART 6: Planning Applications for Decision**

**Item 6.4**

**1.0 APPLICATION DETAILS**

Ref: 18/02266/FUL  
 Location: 57 Woodcrest Road, Purley, CR8 4JD  
 Ward: Purley and Woodcote  
 Description: Demolition of existing building: Erection of a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats: Formation of additional vehicular access and provision of associated parking, play space, landscaping, cycle and refuse stores.  
 Drawing Nos: 2017.105.16, 2017.105.12, 21188SE-01, 2017.105.15, 2017.105.17, 2017.105.01, 2017.105.14, 2017.105.20, 2017.105.18, 2017.105.13, 2017.105.18, 2017.105.10, 2017.105.04, 2017.105.11, 2017.105.23, 2017.105.21 and 2017.105.22.  
 Agent: Mr Patrick Stroud  
 Applicant: Patel Family Homes Ltd  
 Case Officer: Georgina Betts

	<b>1B 1P</b>	<b>1B 2P</b>	<b>2B 4P</b>	<b>3 B 5P</b>	<b>3 B 6P</b>	<b>5B</b>	<b>Total</b>
Existing Provision						1	<b>1</b>
Proposed Provision		2	3	3	1		<b>9</b>

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
7	17

1.1 This application is being reported to Committee because the Ward Councillor (Councillor Quadir) made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration and objections above the threshold (as contained in the Committee Consideration Criteria) have been received.

**2.0 RECOMMENDATION**

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

## **Conditions**

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) Prior to the occupation of the development details of (1) Visibility splays (2) Security lighting shall be provided (3) Play-space
- 3) Electric vehicle charging points, cycle and refuse stores to be provided as specified within the application
- 4) Submission of Construction Logistics Plan
- 5) Delivery of M4(2) adaptable units
- 6) Samples of external facing to be submitted and approved
- 7) Hard and soft landscaping to be submitted (including boundary treatment and routes across the site)
- 8) Implementation of a SUDs scheme – with permeable paving to the forecourt parking area and other SUDs initiatives
- 9) Water usage and carbon dioxide reduction
- 10) Restrictions on windows in the north-eastern and south-western elevations
- 11) Commence within 3 years of the date of the permission
- 12) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

## **Informatives**

- 1) Community infrastructure Levy
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

3.1 The applicant seeks full planning permission for the:

- Demolition of existing building
- Erection of a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats
- Formation of additional vehicular access
- Provision of associated parking, play space, landscaping, cycle and refuse stores.

### **Site and Surroundings**

3.2 The application site lies on the western side of Woodcrest Road and is currently occupied by a two storey detached property dating back to the 1910/1020's. The existing property sits in an elevated position from Woodcrest Road with the land rising to the north-west

3.3 The surrounding area is typically residential in character comprising large detached dwellings varying in design and character. Most properties are sited



within generous plots benefitting from large quantities of established soft landscaping. Land levels rise from the south-east to the north-west and therefore the properties on the south-eastern side of Woodcrest Road are typically a storey lower to those properties situated on the north-west side of the road.

- 3.4 The application site is at risk of surface water and critical drainage flood risk as identified by the Croydon Flood Maps. The site has a PTAL rating of 1a and whilst the site has poor access to public transport, it is within a reasonable walking distance of Reedham Station.

### **Planning History**

- 3.5 There is no relevant planning history.

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

- i. The residential nature of the development can be supported in principle
- ii. The development would have limited impact upon the character and appearance of the surrounding area.
- iii. The development would have an acceptable relationship with neighbouring residential properties.
- iv. The standard of accommodation for future occupiers is satisfactory
- v. Access, parking and turning arrangements are acceptable.
- vi. Flood risks can be appropriately addressed through the use of conditions
- vii. The development would not harm any ecological interests

## **5.0 CONSULTATION RESPONSE**

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

## **6.0 LOCAL REPRESENTATION**

- 6.1 The application has been publicised by way of letters sent to neighbouring occupiers of the application site and site and press notices. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 129      Objecting: 125 Supporting: 3 Comment: 1

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

- Out of character/flats/height/garden grabbing
- Lack of parking/parking stress in the wider area
- Highway safety/efficiency concerns
- Lambeth methodology not appropriate given its Purley
- Loss of privacy/light/overlooking/visual intrusion
- Noise and pollution from increased density
- Disruption from construction works

- Pressure on infrastructure/services
- Over development
- Obtrusive design
- Loss of vegetation
- Loss of wildlife habitats

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

- Blight on property prices [Officer Comment: this is not a material planning consideration]

6.4 Councillor Quadir has made the following representations:

- Overdevelopment
- Not in keeping with the character/street scene
- Loss of light/space and privacy to neighbours
- Parking congestion

6.5 The following comments were made in support of the application:

- Shortage of good quality housing for younger buyers
- Well-design/contemporary feel while being in character with the surrounding area
- No overlooking
- Walking distance of public transport
- Generous amenity space
- Plenty of separation to 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 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 July 2018. 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 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 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 Parking
- 7.2 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

- The principle of the proposed development
- The impact on the townscape and the visual impact;
- The impact on the residential amenity of adjoining occupiers;
- The living conditions provided for future occupiers;
- Transportation considerations

### **Principle of Development – Contribution to Housing Targets**

- 8.2 The application site is currently occupied by a detached two storey dwelling which is in single family occupancy, although currently vacant. The current GIA is 225sqm and so would not result in the loss of a small family dwelling house.
- 8.3 It is acknowledged that the residential accommodation would be provided in the form of flats and therefore the principle of the development is considered acceptable given the residential character of the immediate area. The proposed development results in the net gain of 8 homes and therefore the development can be supported in principle and it would contribute towards the need for additional housing that has been identified by the London Plan and the Croydon Local Plan. The scheme would provide a generous level of family accommodation (including the required replacement family unit).

### **Townscape and Visual Impact**

- 8.4 The applicant proposes to demolish the existing two storey detached property and erect a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats. The two storey mass with the accommodation in the roof-space would be of a similar height and scale, compared to its immediate neighbours. Policy DM10.1 of the CLP 2018 seeks to ensure that developments achieve a minimum of three storeys while respecting the character of the surrounding area. The lower ground or basement level would not generally be visible from the street scene or wider townscape and therefore the development would respect the scale, height, massing and density of the immediate area.
- 8.5 The design of the scheme would embrace a traditional asymmetrical proportion with the introduction of contemporary elements such glazed gables and recessed balconies, which will have the overall feel of a large detached dwelling. The development is considered to be well designed responding to the sites context and would sit comfortably within the street scene.
- 8.6 Dormer windows are proposed as part of the overall design of the building and would be similar in size and form to a nearby flatted development at 67 Woodcrest Road (see below). Given their modest size and integral appearance the principle of dormer windows in this location would be acceptable.
- 8.7 A large proportion of the rear garden would be retained with enhanced and formalised amenity space for future occupiers which would include play-space in accordance with the CLP 2018. The retention of boundary vegetation would enhance such areas ensuring that the strong verdant character is retained.

Image depicting the proposed street scene context



Flatted development at 67 Woodcrest Road



8.8 Representations have raised concerns over the impact of the front parking area on the character of the surrounding area. Given the steep rise in land levels towards the rear of the site, parking at the rear is not considered appropriate given the extent of excavations that would have been necessary. As such, the applicant has opted for forecourt parking which is not dissimilar to that of

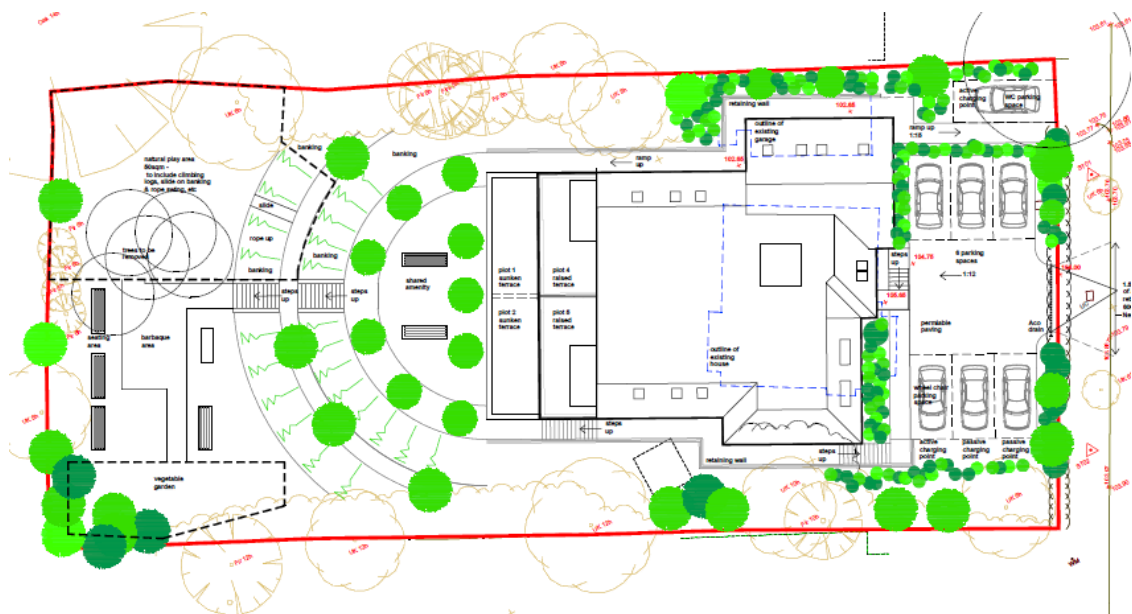
neighbouring properties, be it on a slightly larger scale. The hardstanding area has been kept to a minimum with good opportunities for soft landscaping to minimise its visual impact. Given the site's constraints and established parking practises in the surrounding area, forecourt parking is not considered to result in demonstrable harm to the character and appearance of the surrounding area.

8.9 For the reasons given above the development is considered to have an acceptable townscape and visual impact.

### Impact on Neighbouring Residential Amenity

8.10 The application sites lies between 55 and 59 Woodcrest Road with the land rising to the north-west. The development would have a 'T' shaped footprint and would have separation distances of approximately 2.9 to 5.8 metres from 59 Woodcrest Road and 5.18 and 6.8 metre to 55 Woodcrest Road. Whilst rearward projections of approximately 6.8 to 7 metres would exist beyond both 59 and 55 Woodcrest Road, the depth would be offset by generous separation distances. Therefore, given the generous separation distance, the modest rearward protection and the presence of boundary screening the development is not considered to appear visually intrusion to either of these neighbouring properties.

8.11 No sole habitable room windows are proposed at or above first floor level in either flank elevation while all balconies would be appropriately screened. As such, it is not considered that the proposed development would not give rise to a significant loss of privacy.



8.12 Given the separation distance to the neighbouring properties to the south-east and north-west, no other properties are considered to be adversely affected by the development. For the reasons given above the development is considered to have an acceptable relationship with the adjoining occupiers. In terms of issues with noise and general disturbance as a result of the building works, such matters could be suitably managed as part of a Construction Logistics Plan/Management Strategy which would need to be secured through use of planning conditions.

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

- 8.13 The development would provide a good unit mix with all units providing a good standard of accommodation and would contribute to the Borough's need for new homes including 4x3 bed family homes. All units would comply with the minimum space standards set out in the "Technical Housing Standards March 2015".
- 8.14 All units would be provided with private amenity space in accordance with London Plan standards and would also have access to a generous communal garden to the rear, which would provide opportunities for formalised play space. The applicant has demonstrated that they plan to use the site's topography to deliver an interesting array of play-space through use of banked slides and rope pulls which is strongly welcomed. Details of boundary treatments, hard and soft landscaping would be secured via condition.
- 8.15 Stepped access would be provided on the front elevation with ramped/level access to the flank elevation which leads to a lift. Given the challenging topography of the site this approach is considered appropriate. This will help deliver accessible homes which will be able to comply with general lifetime homes standard.
- 8.16 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

### **Transportation Considerations**

- 8.17 Whilst the site has a PTAL rating of 1a which indicates poor accessibility to public transport, it is within a reasonable walking distance of Reedham Station. A total of 7 parking spaces are proposed with one being wheelchair accessible. Cycle storage is provided in accordance with the London Plan.
- 8.18 Woodcrest Road does not form part of any Controlled Parking Zone (CPZ) nor is the highway heavily congested with parked vehicles. Given the unit mix of the development, the uncongested nature of Woodcrest Road and the need to encourage more sustainable methods of transport, this provision is considered acceptable.
- 8.18 Cycle and refuse storage would be secured through condition along with the satisfactory visibility splays.
- 8.19 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

### **Other matters raised by representations**

- 8.20 The application site is not located near a site of nature conservation importance nor is there any evidence of protected species on site following the submission of an ecological and species survey. Whilst the site is not subject to a formal tree preservation order, the application has specified that some of the trees on the boundaries with 59 and 55 Woodcrest Road would be retained; again such matters would be secured through condition. Officers are therefore satisfied

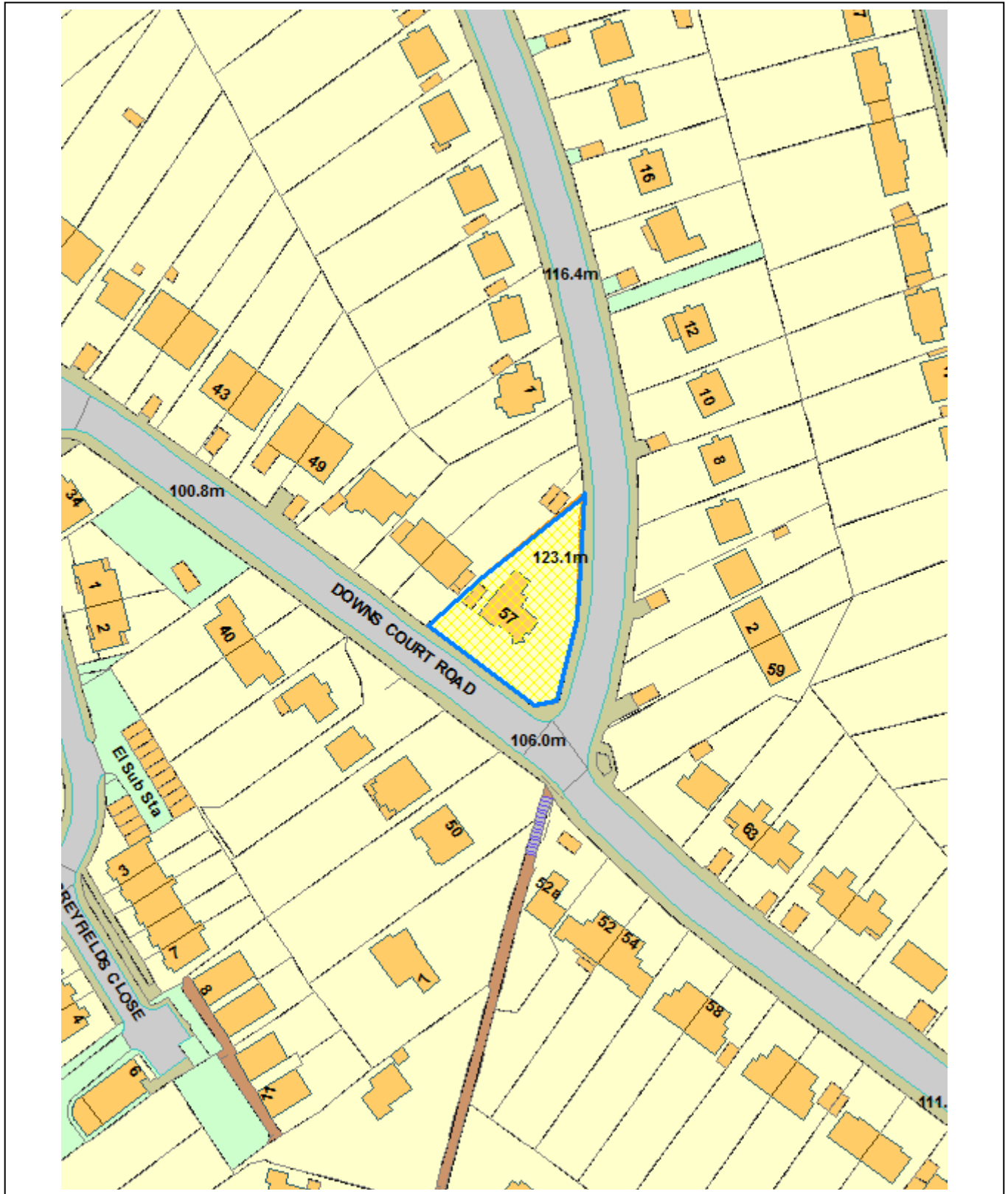
subject to a suitably worded condition that the development would not result in a loss of valued vegetation or habitats.

- 8.21 Flooding matters could be adequately addressed through the use of a relevant planning conditions.
- 8.22 Representations have raised concerns over the nature of the parking stress survey in that this uses the Lambeth Methodology and that this is inappropriate as Purley is not an inner city location. The purpose behind the Lambeth Methodology is to ascertain residential parking stress and provides the method for this analysis. It is not place specific as suggested by representations and officers are satisfied that the conclusions of the survey submitted with this application is a true reflection of the site circumstances.
- 8.23 The Community Infrastructure Levy would offset any additional pressures put on local infrastructure of services.

### **Conclusions**

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





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**PART 6: Planning Applications for Decision**

**Item 6.5**

**1 APPLICATION DETAILS**

Ref: 18/02697/FUL  
 Location: 57 Downs Court Road, Purley, CR8 1BF  
 Ward: Purley and Woodcote  
 Description: Demolition of existing house; erection of a two storey building with roof accommodation in association with the creation of 7 residential units consisting 2 studio units, 3x1 bedroom, 1x2 bedroom and 1x3 bedroom flats with associated landscaping including retaining wall, car parking, bin store and cycle store.  
 Drawing Nos: 001; 002; 003; 004; 005; 006; 007; 008; 400; 401A; 403A; 404B; 406; 407; 408A; 409A; 410A; 412;  
 Agent: Mrs Victoria Mustard  
 Case Officer: Rachel Gardner

	<b>Studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>Total</b>
<b>Private sale</b>	2	3	1	1	7

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
5	12

- 1.1 This application is being reported to Planning Committee because the Chair of the Planning Committee (Councillor Scott) requested Planning Committee consideration and representations received have exceeded Planning Committee threshold.

**2 RECOMMENDATION**

- 2.1 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) Commence within 3 years of the date of the permission
- 2) The development shall be carried out wholly in accordance with the approved plans
- 3) Details of materials to be submitted and approved (including samples)
- 4) Landscaping scheme including boundary treatments, retaining walls and maintenance strategy to be submitted and approved
- 5) Submission of the following to be approved: Finished floor levels, details of excavation works and construction of retaining wall, visibility splays and sight lines, access ramp gradient, EVCP (including spec and passive

- provision), turntable (including spec), cycle and refuse stores, security lighting
- 6) To be provided as specified prior to occupation: Parking spaces, vehicle turning space and turntable, refuse and cycle stores, child play space, tree replacement planting
  - 7) Submission of Construction Logistics Plan/Method Statement
  - 8) Submission of tree protection plan and arboricultural method statement
  - 9) Submission of a surface water drainage scheme
  - 10) Reinstatement of raised kerbs and verge from disused dropped kerb along Selcroft Road
  - 11) Ground floor Flat 1 and first floor flats 4, 5 and 6 shall comply with requirements of Part M4(2) of The Building Regulations
  - 12) Car turntable to be maintained and operable for the lifetime of the development
  - 13) Water usage and carbon dioxide reduction
  - 14) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

### **Informatives**

- 1) Community Infrastructure Levy - Granted
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Refuse bin requirements
- 4) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing detached dwelling house
- Erection of a 2-storey building (with accommodation in the roof space) comprising 7 flats (2 studios, 3x1 bed, 1x2 bed and 1x3 bed) with small roof dormers
- Provision of 5 car parking spaces and car turntable (relocation of an existing crossover along Selcroft Road and utilisation of an existing crossover along Downs Court Road)
- Construction of a cycle store accommodating 12 cycles
- Provision of refuse stores
- Construction of a retaining wall
- Associated hard and soft landscaping works

### **Site and Surroundings**

3.2 The application site is bounded by Downs Court Road to the south-west, Selcroft Road to the east and 55 Downs Court Road to the north-west. The site currently comprises a 2-storey detached dwelling house with detached garage. The site

currently benefits from two vehicle crossovers; one on each of the adjoining roads.

- 3.3 The surrounding area is predominately residential in character. The north-west adjacent property (55 Downs Court Road) comprises a 2-storey semi-detached dwelling with garages to the rear of the site fronting onto Selcroft Road. The land levels within the site rise from the frontage along Downs Court Road up towards the rear. Selcroft Road is at a substantial gradient rising from the junction with Downs Court Road.
- 3.4 The site lies within a surface water critical drainage area, as identified by the Croydon Flood Maps and is located within an Archaeological Priority Area.
- 3.5 The site has a public transport accessibility level (PTAL) of 1b which indicates very poor access to public transport.

### **Planning History**

- 3.6 17/05485/FUL – Withdrawn 26.02.2018

*Complete demolition of existing buildings, erection of two storey building in association with the creation self-contained residential units (C3) consisting of 5x1 bed and 2X2 bed flats with associated landscaping including retaining wall, car parking, bin store and cycle stores.*

## **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 7 new units (including the re-provision of a family-sized – 3 bed - accommodation)
- The scale and layout of proposed built form is considered to be appropriate for the site; the traditional design and appearance of the building would be in keeping with the surrounding character of the area.
- The orientation and separation distances with the neighbouring property on Downs Court Road would be sufficient to ensure no undue harm to the residential amenities of this neighbouring property.
- 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 are suitable given the PTAL rating and distance to a bus stop and railway station. The submitted Transport Statement 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, landscaping and archaeology 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.

### **Historic England**

Recommended no archaeological requirement.

## **6 LOCAL REPRESENTATION**

- 6.1 The application has been publicised by way of letters sent to adjoining occupiers of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 19      Objecting: 19      Support: 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 views, noise and disturbance.
- Traffic congestion/Impact on highway safety/unsafe access
- Inadequate parking provision (including situation when turntable may malfunction or be inconvenient to use)
- Pressure on local health services/infrastructure [OFFICER COMMENT: The development would be subject to CIL]
- Out of character with the area
- Noise and disturbance from construction works
- Undersized flats
- Inadequate garden space for future occupiers
- Loss of trees and shrubs
- Too many flatted developments in the area
- Inadequate capacity of refuse stores
- Overdevelopment and over-intensification of the site

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

- Selcroft Road will become a fly-tipping area [OFFICER COMMENT: The basis of this comment is unknown and in any case this is not a material planning consideration in this context. Sufficient refuse storage provisions have been provided for the proposed development.]
- Devaluation of neighbouring properties [OFFICER COMMENT: This is not a material planning consideration]

## 7 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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
- 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 Parking
- 7.2 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

### Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes

- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM18 Heritage assets and conservation
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing flood risk
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM42 Purley

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- 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;
- 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.

8.3 The application site currently comprises a detached dwelling-house which is in single family occupancy. The current gross internal area of the dwelling-house is 172sq.m and so the proposal would not result in the loss of a small family dwelling-house (with a 3 bed family sized unit forming part of the proposed development). The site sits within an established residential area and the current dwelling-house is not subject to any policy protection which would prevent its demolition.



- 8.4 The proposed development results in the net gain of six new homes, including the re-provision of a family-sized flat and therefore the principle of development is acceptable, subject to a consideration of the material impacts.

### **Townscape and Visual Impact**

- 8.5 The proposed new building would make a positive contribution to the character of the street-scene. The design of the proposed building would be in-keeping with the surrounding context, designed in a traditional manner to reflect the design and character of surrounding properties. The pitched and gabled roof forms of the proposed building are common characteristics in the surrounding area.
- 8.6 Whilst it is acknowledged that the building is relatively large in size, the articulation of the facades and varying use of materials, including face brick, hanging clay tiles and render for the facades, assists in breaking up the visual massing of the building. The proposed materials would be reflective of materials used commonly on dwellings within the immediate vicinity of the site. The scheme would therefore not detract from the character of the street-scene.
- 8.7 The proposed setbacks to the western side boundary would be greater than the existing condition and the proposal has retained generous setbacks to the eastern side boundary and rear boundary. The proposed setbacks would ensure that the proposed development would not feel overly cramped and would be in keeping with the general characteristic of surrounding properties.
- 8.8 The existing shrub hedging along the street frontages is proposed to be retained which should help soften the appearance of the new building within the street-scene. Whilst the trees adjacent to the Downs Court Road frontage are proposed to be removed, replacement tree planting is proposed in this location which should maintain the verdant character of the surrounding area. The provision of replacement planting is required through the use of planning conditions.
- 8.9 The existing site provides for vehicular access to the rear of the property and consequently, there is no objection to the intensification of this access and this part of the existing rear garden area. There are a number of garages along this stretch of Selcroft Road which serves as the secondary vehicle access for properties fronting Downs Court Road and to the west of the subject site.
- 8.10 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**

- 8.11 The subject site is bounded by only one residential property (55 Downs Court Road) which is to the north-west of the subject site which comprises a 2-storey semi-detached dwelling with a single storey attached garage to the side of the dwelling, adjacent to the shared boundary.

- 8.12 The part of the proposed building which is adjacent to the side wall of the neighbouring property is setback between 0.8 and 2.2 metres from the side boundary and would not extend beyond the rear building line of this neighbouring property. No adverse loss of light and outlook is anticipated (to neighbouring windows) given that the proposed building would incorporate a greater setback to the side boundary than the existing garage, the relatively generous setback of the neighbouring dwelling to the side boundary and that the existing levels of light and outlook received by the neighbouring side facing windows is already inhibited from the existing Yew tree.
- 8.13 Whilst the rear-most portion of the building would extend a further 6 metres beyond the rear of the neighbouring property, this element is not anticipated to result in any adverse loss of light or outlook given that it is setback between 3 - 4.2 metres from the shared boundary (and over 8 metres from the rear building line of the neighbouring property).
- 8.14 No additional privacy impacts are anticipated to 55 Downs Court Road, given that the existing dwelling has upper floor rear facing windows. The extent of overlooking which may result from the proposed building is not considered to be substantial and within the extent expected levels for residential properties.
- 8.15 It is noted that objections have been received from the occupiers of 1 Selcroft Road on the bases of loss of privacy to their property. However, given the separation distances (over 30 metres) and in view of its position on the opposite side of Selcroft Road, no adverse loss of privacy is anticipated.
- 8.16 Whilst the proposed development is likely to generate additional comings and goings to/from the site, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas. An objector has raised concern to the noise generated from the car turntable. Officers do not expect that these noise levels will be of any substantial level, but in any case this can be assessed through submission of additional information required by condition of the turntable specification.
- 8.17 It is noted that the during the construction phases of the development that the neighbours may be subject to additional noise and disturbance. However, these impacts are anticipated to be short term only and these matters can be controlled through environmental health legislation. Nevertheless, it is considered prudent to impose a condition requiring a construction management plan which amongst other things, should incorporate details of how impacts to neighbouring properties will be minimised during this phase of development.

### **The Standard of Accommodation for Future Occupiers**

- 8.18 The proposal would comply with internal floorspace requirements of the Nationally Described Space Standards. All units would enjoy dual aspect with adequate outlook. The proposed floor to ceiling heights would also comply with the required standards. In terms of layout, each unit would benefit from an open plan living, kitchen and dining area.

- 8.19 The ground floor units, including the family-sized unit, would have direct access to private amenity space. Whilst the upper floor flats would not have access to private amenity space, this is considered acceptable given the generous internal floor areas and access to quality communal amenity space. The submitted plans have shown that a swing set will be provided in the communal amenity area which is satisfied child play requirements under the Croydon Local Plan 2018. Details of boundary treatments, hard and soft landscaping would be secured by condition, and it would be expected that treatments around the ground floor patios would make these areas private.
- 8.20 In terms of accessibility, there is level access to Flat 1 on the ground floor (with a car parking space within the front setback) and flats 4, 5, 6 on the first floor level have ramped access from the rear car parking area. A condition will be imposed to ensure that these flats comply with M4(2) 'accessible and adaptable dwellings'.
- 8.21 It is therefore considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

### **Parking and Highways**

- 8.22 The site has a PTAL rating of 1b which indicates very poor accessibility to public transport; the 412 bus stop is located at the front of the property along Downs Court Road and Purley Train Station is approximately 0.5 miles to the north-west. The surrounding roads are not subject to controlled parking zones.
- 8.23 The London Plan standards would permit up to 7 on-site car parking spaces for the subject proposal; the scheme however proposes 5 parking spaces. The applicant has submitted a Transport Statement including a parking survey which seeks to justify this level of on-site provision, taking into account travel distances and capacity in surrounding streets to accommodate car parking on street. The parking survey highlights an average parking stress of 27.87% which provides a clear indication that there is substantial capacity on surrounding streets to accommodate any possible overspill generated by the development.
- 8.24 Visibility splays can be achieved at both of the access points 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 using the car turntable, 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. It is considered suitable to impose a condition requiring the turntable to be maintained and operable for the lifetime of the development.
- 8.25 The location of refuse storage would be acceptable and within maximum pulling distances to collection points. The cycle store would be in an accessible and convenient location which will encourage bicycle use. London Plan standards require a minimum 9 cycle parking spaces to be provided for the proposed development and the scheme incorporates 12 cycle parking spaces which well exceeds these standards.

- 8.26 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building works do not undermine the safety and efficiency of the surrounding highways.

### **Trees and Biodiversity**

- 8.27 Whilst there are a number of trees currently on site, only one is protected by a TPO, being the large Yew tree on the Downs Court Road boundary, towards the south-western corner of the site. The applicant proposed to retain the Yew tree and to remove the other existing mature trees along the boundary with Downs Court Road. Council's Arborist was consulted on this who has raised no objection to the removal of the existing trees given their age and quality. Furthermore, no objection has been raised to the proposed planting of six new Fastigiata Tulip trees along this boundary. Subject to a suitable condition requiring a Tree Protection Plan and arboricultural method statement, these proposed tree works would be acceptable.
- 8.28 The extent of soft landscaping on the site is considered suitable. A full hard/soft landscaping scheme, including details of retaining walls proposed, would also be secured by condition.

### **Flood Risk**

- 8.29 The application lies within a surface water critical drainage area. The design and access statement has confirmed that substantial amount of lawns will be retained, permeable resin bonded paving will be used for the driveway and parking areas, permeable paving stones will be used for patio areas and that surface water will be collected from paved areas and connected to soakaways on the site. These measures are considered suitable, subject an appropriately worded condition being imposed to obtain the detailed design information, particularly regarding anticipated amount of surface water and capacity of the proposed soakaway.

### **Other Planning Matters**

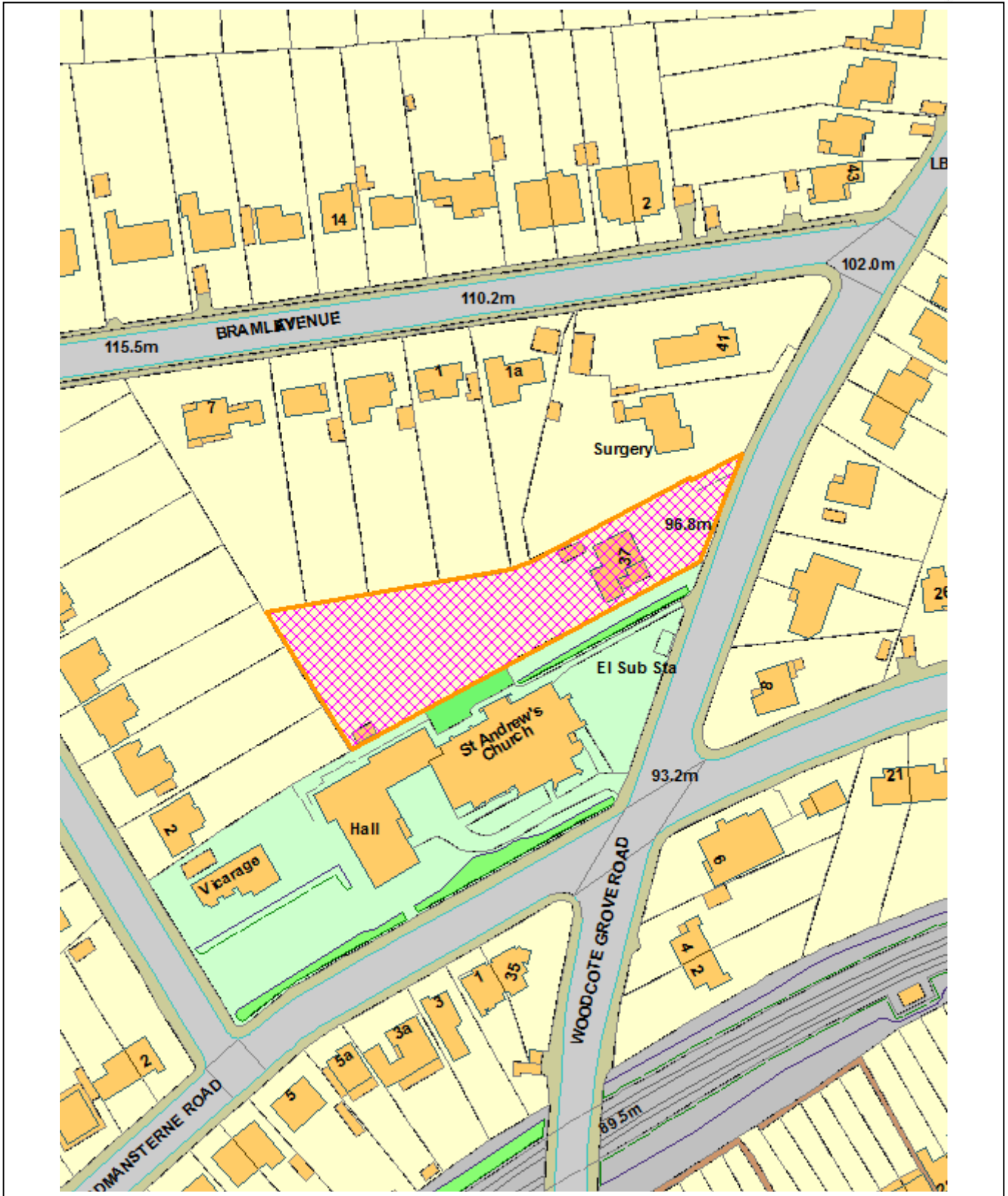
- 8.28 The subject site is located within an Archaeological Priority Area and Historic England were consulted on the proposal. They raised no objection and recommended no archaeological requirement.
- 8.29 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

### **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 conditions for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.



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**PART 6: Planning Applications for Decision****Item 6.6****1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/03270/FUL  
Location: 37 Woodcote Grove Road, Coulsdon, CR5 2AJ  
Ward: Coulsdon Town  
Description: Demolition of existing outbuildings in rear garden and erection of 2 x 4 bedroom detached dwellings with associated landscaping, access and parking  
Drawing Nos: 37WGR-P1 Rev B, 37WGR-P2 Rev A, 37WGR-P3, 37WGR-P4  
Applicant: Mr M. and Mr S. Carvell  
Agent: Mrs Jenny Begeman  
Case Officer: Georgina Galley

- 1.1 This application is being reported to Planning Committee because it has been referred by the Chair of Planning (Cllr Scott), the Ward Councillor (Cllr Luke Clancy) has made representation in accordance with the Committee Consideration Criteria and requested Planning Committee consideration and representations over the threshold for Committee Consideration have been received.

**2 RECOMMENDATION**

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

**Conditions**

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2) Materials to be submitted with samples
- 3) Car parking to be provided as specified in the application
- 4) Removal of permitted development rights for enlargements and outbuildings
- 5) No additional windows in the flank elevations (and obscured windows to bathrooms)
- 6) Landscaping scheme to be submitted including hard/soft landscaping, retaining walls, boundary treatments, SUDs details and biodiversity enhancement measures (as recommended by Preliminary Ecological Appraisal)
- 7) Development carried out in accordance with the recommendations of the Arboricultural method Statement and associated tree protection plan
- 8) Development carried out in accordance with the recommendations of the Preliminary Ecological Appraisal
- 9) Construction Logistics Plan to be submitted
- 10) 19% reduction in carbon emissions
- 11) Water usage restricted to 110 litres per person per day
- 12) Additional elevational details – bin storage enclosure and cycle storage enclosures
- 13) Commencement of development within three years of consent being granted

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

### **Informatives**

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

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

3.1 The proposal comprises the following:

- Demolition of existing outbuilding and detached garage to side/rear.
- Erection of a pair of two storey four bedroom detached dwellings and associated landscaping.
- A new access road will be created serving both dwellings with car parking to the front of each house
- Cycle storage will be provided in the rear gardens with refuse storage arrangements located in a centrally located position alongside the access road leading to the rear part of the site.

### **Site and Surroundings**

- 3.2 The site lies on the western side of Woodcote Grove Road between the junctions of Bramley Avenue and Woodmansterne Road. The site is currently occupied by a large two storey detached property (37 Woodcote Grove Road) which is sited within a generous plot. The site itself forms part of the rear garden of the main house and is currently occupied by several detached outbuildings.
- 3.3 The site currently benefits from a good degree of soft vegetation along all boundaries which contributes to the verdant character of the surrounding area. The land levels fall across the site from north to south.
- 3.4 The surrounding area is residential in character and mainly comprises similar sized two storey detached properties. The exception to this is the St Andrews Church to the south of the application site, which is locally listed and a designated local landmark. All of the surrounding properties benefit from large plots with extensive landscaped gardens.
- 3.5 There is currently a detached garage that is located to the rear/side of the main dwelling which is accessed via a driveway that runs between the house and the retaining wall (separating the application site with 39 Woodcote Grove Road).
- 3.6 There are no site specific constraints that limit development potential. None of the trees are the subject of a tree preservation order. The site has a Public Transport Accessibility Level (PTAL) of 2; moderate access to public transport.

## **Planning History**

- 3.7 70/20/1586 – Double garage - granted and implemented.
- 3.8 73/20/2000 – Single storey extension - granted and implemented.
- 3.9 73/2140 – Construction of conservatory - granted and implemented.
- 3.10 18/01747/PRE - Pre-application advice sought in relation to replacing an existing outbuilding with two dwellings, associated landscaping and parking.

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

- The principle of residential development on the site is acceptable given the established residential character of the area.
- The design and appearance of the development is appropriate given the context of the site.
- There will be no undue harm to the residential amenities of adjoining occupiers
- The living standards of future occupiers are acceptable and compliant with the Nationally Described Space Standards and the London Plan.
- The level of parking and impact upon highway safety and efficiency is acceptable.
- Sustainability aspects of the development can be controlled by condition.

## **5 CONSULTATION RESPONSE**

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

## **6 LOCAL REPRESENTATION**

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

No of individual responses: 16      Objecting: 15      Supporting: 1      Comment: 0

- 6.2 The following also made representations:

- Cllr Paul Scott [referral]
- Cllr Luke Clancy [objected]

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

- Over-development of site;
- Over-crowding;
- Obtrusive development;
- Impact on character of area;
- The council has reverted back to old back land development policy;
- Loss of privacy;
- Loss of green space and trees;

- It will set a precedent for other properties in the area with large gardens;
- The area used to be quiet and peaceful but this is changing due to increasing development in the area;
- Cars will be exiting onto a very busy road and it is an accident waiting to happen;
- Additional traffic will impact neighbours;
- Additional noise;
- Threat to security of surrounding houses due to new access road;
- Additional strain on local infrastructure including schools;
- Increased pollution due to 4 new cars at the site;
- Cars will increase during social gatherings and these will spill onto St Andrews Road and Bramley Avenue
- Disruption to local roads due to extra cars being parked;
- The existing bungalow at the site was built without permission [OFFICER COMMENT: Whilst there does not appear to be any planning history relating to the bungalow in the rear garden, certain outbuildings can be built under 'permitted development' and do not require permission. Providing the outbuilding was used as ancillary accommodation to the main house this would be acceptable];
- Concerns regarding traffic, access, pedestrian and emergency vehicle access.

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

- There are covenants on the land that restrict outbuildings and other development [OFFICER COMMENT: This is not a material planning consideration];
- Loss of view due to roofs of new houses [OFFICER COMMENT: Views are not protected by planning policy];
- Devalue properties in area [OFFICER COMMENT: This is not a material planning consideration]
- A money making exercise [OFFICER COMMENT: This is not a material planning consideration]
- Officers in the planning department are not doing their jobs properly when allowing houses to be demolished for flats [OFFICER COMMENT: The basis of this comment is unknown and in any case, it is the local planning authority's role and responsibility to determine planning applications in accordance with the development (which it is seeking to deliver).

## **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 July 2018. 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, including achieving well designed places that 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 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 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 Parking
- 7.2 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP):

- SP2 on Homes
- SP6.3 on Sustainable design and construction
- DM1 on Housing choice for sustainable communities
- DM10 on Design and character
- DM13 on Refuse and recycling
- DM18 on Heritage assets and conservation
- DM23 on Development and construction
- DM25 on Sustainable drainage systems and reducing flood risk
- DM29 on Promoting sustainable travel and reducing congestion
- DM30 on Car and cycle parking in new development
- DM37 on Coulsdon

## **8 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
2. Townscape and visual impact
3. Impact on the adjacent locally listed building
4. Residential amenity of adjoining occupiers
5. Residential amenity of future occupiers
6. Highways and transport
7. Environment and sustainability

## Principle of Development

- 8.2 The principle of development is acceptable. The development will provide two family homes in an established residential area. A significant garden well in excess of 10metres would be retained for the main house (37 Woodcote Grove Road). The other material considerations are discussed below.

## Townscape and Visual Impact

- 8.3 The development will see the provision of two detached dwellings in the rear garden of 37 Woodcote Grove Road. Given the character of the area, the provision of a two detached properties is appropriate and will not appear out of keeping. The two dwellings should be well-positioned in the site with adequate surrounding space and would not appear overly cramped. The footprint of the proposed dwellings would be acceptable.



- 8.4 The appearance of the two dwellings would be traditional and sensitive to the surrounding area utilising sympathetic materials (use of clay tiles, stock brickwork and the inclusion of hipped roofs). It is recommended that all external materials be conditioned to ensure a high quality development is carried through to construction and that these materials complement its architectural context.
- 8.5 The site layout and landscaping would also be acceptable in terms of legibility, usable outdoor amenity space and soft planting. An area of hardstanding would be provided at the front of each property with a shared vehicle access at the side of the main house. Sustainable urban drainage systems (SUDs) would be utilised at the site and conditioned as part of any approval.
- 8.6 Having considered the above, against the backdrop of housing need, officers are satisfied that the proposed development will comply with the objectives of the above policies in terms of respecting local character.

## Impact on Adjacent Locally Listed Building

- 8.7 St Andrews Church dates from 1911 and is gothic in style. Its roof form and tall square tower represent the principal components of the church which are prominent features and contributes to the character and appearance of the surrounding area. The tower in particular is a landmark feature within the local area and is designated as such as part of the Croydon Local Plan. The greatest visibility of the church building is from Woodmansterne Road, Woodcote Grove Road and The Avenue. It is from these vantage points where the church can be best experienced and appreciated; therefore it is these parts of its setting which contribute most greatly to its significance.
- 8.8 Due to the topography of the site, the proposed dwellings would be sited uphill from the Church. However, the ridge height of House B (closest to the church) would be well below the ridge of the church's pitched roof and has been positioning further away from the site boundary than proposed at pre-application stage – to provide greater separation.



- 8.9 Whilst there would be some impact on the setting of the church (the positioning of a new building in close proximity to the rear part of the locally listed building) this visual effect would be limited and would not materially affect the appreciation or understanding of the significance of the locally listed non designated heritage asset. This could also be balanced by public benefit of the provision of two new dwellings. The proposed houses would have limited visibility from the roads where the local listed building is best appreciated.

### **Residential Amenity of Adjoining Occupiers**

- 8.10 To the south of the site lies St Andrews Church and to the east will be the main house, 37 Woodcote Grove Road (with a separation distance of approximately 40 metres).
- 8.11 As regards the properties fronting onto Julien Road and Bramley Avenue, whilst their outlook would be modified to a certain extent, the overall harm would be within acceptable limits given the separation distances that exist. Levels of privacy will also be acceptable, in view of the degree of separation that would exist. The proposed new side windows at first floor level will both serve bathrooms and could be conditioned so that they are obscured.

8.12 The buildings will be used solely for residential purposes, and in the context of the area it is not considered this will result in any additional undue harm through noise and disturbance to surrounding occupiers. The development is acceptable in terms of its impact on residential amenities of adjoining occupiers.

### **Residential Amenity of Future Occupiers**

8.13 The proposed dwellings would both be suitably sized to provide four bedroom dwellings; the proposed floorspace for each unit would exceed the minimum requirements of the Nationally Described Space Standards for units of this type. The internal rooms are considered to be of acceptable sizes, with adequate light and outlook provided. A private garden for both the houses would be available and overall, the proposed development is considered to be acceptable in terms of living conditions for future occupiers.

### **Highways and Parking**

8.14 The location for the proposed development has a PTAL of 2, which indicates a moderate level of accessibility to public transport links. Each new dwelling would benefit from two off street parking spaces, which would comply with the London Plan's maximum parking standards (up to 2 spaces for four or more bedrooms).

8.15 There is an existing crossover at the front of the site that will be shared between the main house and the two new houses. The driveway between the flank wall of the existing chimney of the main house to the edge of the retaining wall at 39 Woodcote Grove Road measures 2.95m in width, which is in excess of the minimum 2.75m requirement required for single access. This driveway has previously been used by cars to gain access to the existing garage at the side/rear of the site. A passing area has been incorporated into the plans to ensure there would be no conflict between vehicles. Turning areas are also provided at the rear to ensure vehicles are able to exit the site in a forward gear. The proposed development would therefore not impact the safety and efficiency of the surrounding highways network.

8.16 Refuse and recycling storage is proposed in a central location for the residents of the two new houses. The bins would be able to be dragged to the back edge of the pavement on collection day (similar to the existing residents of the main house). Elevational details of the bin storage area will be agreed by way of a condition.

8.17 A condition is appropriate in relation to a Demolition/Construction Logistic Plan (including a Construction Management Plan).

### **Environment and Sustainability**

8.18 The site is not subject to a formal tree preservation order; however it contains a large number of trees and soft vegetation. The applicant has submitted an Arboricultural Method Statement and associated tree protection plan, which should be conditioned.

8.19 The applicant has submitted an up-to-date preliminary ecology report and the findings are considered acceptable. A condition is recommended to ensure the development works are carried out in accordance with the proposed mitigation measures and enhancement measures outlined in Section 5.



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

8.21 Whilst a large part of the site will be laid to lawn, details of SUDs techniques for the driveway and paths will be secured by way of a landscaping condition.

### **Conclusions**

8.22 It is recommended that planning permission should be granted for the proposal, as it will be acceptable in all respects, subject to conditions.

8.23 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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