

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, 11 October 2018** at **6.30pm** in **Council Chamber, Town
Hall, Katharine Street, Croydon, CR0 1NX**

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

Kieran Pantry-Melsom
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www.croydon.gov.uk/meetings
Wednesday, 3 October 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 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.

AGENDA – PART A

1. Apologies for absence

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

2. Minutes of Previous Meeting

To approve the minutes of the meeting held on 27 September 2018 as an accurate record.

'To Follow'

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

4. Urgent Business (if any)

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

5. Development presentations (Pages 7 - 8)

To receive the following presentations on a proposed development:

5.1 5.1A 17/04913/PRE Purley Way Playing Field, Purley Way, CR0 4RQ; AND

5.1B 18/01808/PRE Ashburton Playing Fields, Coleridge Road, CR0 7BQ (Pages 9 - 26)

SITE A 17/04913/PRE Purley Way Playing Field, Purley Way, CR0 4RQ.

Pre-application for creation of two full size artificial football pitches with associated fencing and floodlights. Erection of single storey building containing changing facilities, club room, cafe and plant. Creation of 35 space car park, access road, shared cycle/pedestrian path, refuse store, cycle parking, outdoor gym, playground, running trail, with associated hard and soft landscaping.

Ward: Waddon

SITE B 18/01808/PRE Ashburton Playing Fields, Coleridge Road, CR0 7BQ.

Pre-application for creation of two full size artificial football pitches, with associated fencing and floodlights. Erection of single storey building with indoor gym, changing facilities, club room, cafe and associated plant. Creation of 35 car parking spaces, access road and shared path, refuse store, cycle parking, outdoor gym, playground, with associated hard and soft landscaping.

Ward: Shirley North

5.2 18/02575/PRE Queens Square (Land Bounded By Katharine Street, St Georges Walk, High Street and Park Street)
(Pages 27 - 44)

Residential-led, mixed-use development proposal including up to 900 residential units (C3), up to 10,000 m² (GIA) of new A, B and D class uses at ground floor, new town square, public realm, amenity space, pedestrianisation of Katharine Street West, basement retail, car parking, service areas and cycle parking.

Ward: Fairfield

6. Planning applications for decision (Pages 45 - 48)

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

6.1 18/02870/FUL 48A Grasmere Road, Purley, CR8 1DW
(Pages 49 - 66)

Demolition of existing two storey house and single storey garage, erection of two storey plus lower ground floor level building to accommodate seven self-contained dwellings (C3), two off-street car parking spaces, bicycle and refuse stores.

Ward: Purley Oaks and Riddlesdown

Recommendation: Grant permission

6.2 18/00812/FUL 80 Riddlesdown Road, Purley, CR8 1DB
(Pages 67 - 86)

Demolition of existing building: erection of a three storey building comprising 6 x two bedroom, 2 x three bedroom and 1 x one bedroom flats: formation of associated vehicular access and provision of 9 parking spaces, cycle storage and refuse store.

Ward: Purley Oaks and Riddlesdown
Recommendation: Grant permission

6.3 18/03241/FUL 81 Higher Drive, Purley, CR8 2HN
(Pages 87 - 102)

Demolition of the existing dwelling. Erection of a three storey building comprising 2 three bedroom and 7 two bedroom flats. Formation of vehicular access and provision of associated parking, cycle storage and refuse store.

Ward: Purley and Woodcote
Recommendation: Grant permission

6.4 18/03701/FUL 39 Russell Green Close, Purley, CR8 2NS
(Pages 103 - 118)

Demolition of existing dwelling and proposed erection of 2 storey building with lower ground floor and accommodation in roof to provide 9 flats (4 x 1 bed, 3 x 2 bed and 2 x 3 bed) with associated car parking and new crossover, amenity space, refuse and cycle stores.

Ward: Purley and Woodcote
Recommendation: Grant permission

7. Items referred by Planning Sub-Committee

To consider any item(s) referred by a previous meeting of the Planning Sub-Committee to this Committee for consideration and determination:

There are none.

8. Other planning matters (Pages 119 - 120)

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

There are none.

9. Exclusion of the Press & Public

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

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

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

- 1.1 This part of the agenda is for the committee to receive presentations on proposed developments, including when they are at the pre-application stage.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 The following information and advice applies to all those reports.

2 ADVICE TO MEMBERS

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

3 FURTHER INFORMATION

- 3.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

4 PUBLIC SPEAKING

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

5 BACKGROUND DOCUMENTS

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

6 RECOMMENDATION

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

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Site A



Site B

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PART 5: Development Presentations

Item 5.1

1. DETAILS OF THE DEVELOPMENT

SITE A

Ref: 17/04913/PRE
Location: Purley Way Playing Field, Purley Way, CR0 4RQ.
Ward: Waddon
Description: Pre-application for creation of two full size artificial football pitches with associated fencing and floodlights. Erection of single storey building containing changing facilities, club room, cafe and plant. Creation of 35 space car park, access road, shared cycle/pedestrian path, refuse store, cycle parking, outdoor gym, playground, running trail, with associated hard and soft landscaping.

SITE B

Ref: 18/01808/PRE
Location: Ashburton Playing Fields, Coleridge Road, CR0 7BQ.
Ward: Shirley North
Description: Pre-application for creation of two full size artificial football pitches, with associated fencing and floodlights. Erection of single storey building with indoor gym, changing facilities, club room, cafe and associated plant. Creation of 35 car parking spaces, access road and shared path, refuse store, cycle parking, outdoor gym, playground, with associated hard and soft landscaping.

Applicant: Xander Beck, Regeneration Manager, Croydon Council.
Case Officer: Barry Valentine

2. STRUCTURE

2.1 Due to the similarities of the above schemes and issues surrounding them, this report covers both developments. The structure of the report is as follows:

- a. Executive summary of key issues
- b. Background
- c. Material considerations
- d. Summary of comments made at Place Review Panel
- e. Preliminary conclusions
- f. Specific feedback requests

3. EXECUTIVE SUMMARY OF KEY ISSUES

3.1 Both of the proposed developments are located on Metropolitan Open Land (MOL), which is given the same policy protection as Metropolitan Green Belt. There are elements of the scheme that are considered by officers to constitute inappropriate development as defined by the National Planning Policy Framework (NPPF 2018). In addition both proposals would lead to the loss of

playing field area and open land. The applicant will need to demonstrate that very special circumstances exist to outweigh this harm. Officers are of the view that there are positive elements of the schemes that could potentially form part of very special circumstance case.

- 3.2 The initial scheme designs are positive. Officers are particularly welcoming of how both schemes are developing a sense of place and complete offering, which is considered absolutely necessary if developing on MOL is to be justified. The design detail and use of materials is both contextual and high quality. Nevertheless there will be some elements of the scheme that by virtue of their nature (such as 4.5m high fences and floodlights) are less desirable, although it is acknowledged that the applicant is working through landscaping to reduce their impact.
- 3.3 Both developments through intensification of the use have the potential to have an adverse impact on neighbouring properties' living conditions through noise disturbance and light pollution. However, the impact in officers' view can be mitigated through appropriate design, installation of mitigation measures and through controls imposed by condition.
- 3.4 The level of parking provision for both sites is based on travel plan targets, rather than modelled demand when the development is open. Whilst more robust justification on this is required, including impact on parking stress, this does seem potentially an appropriate response given the sensitivity of both sites. The new pedestrian and cycle links are actively welcomed and form an extremely positive part of the schemes offering.

4. BACKGROUND

- 4.1 Development proposed on both sites are part of a nationwide programme of investment known as 'Parklife', which is funded by The Football Association (FA), Premier League and Sport England. In addition, in London the program is also being further supported through investment by the Mayor. In turn these funding partners would team up with Local Authorities, and other stakeholders such GLA, Palace for Life Foundation (Official charity of Crystal Palace Football Club) and Surrey County Football Association to help deliver these projects.
- 4.2 The Parklife Programme seeks to improve the provision of grassroots football in England, by creating a network of football hubs to support the delivery of FA and County FA youth development and coach education programmes, and to improve the quality of grassroots provision for clubs and teams. The key objectives is to reduce football's reliance on local authority subsidies, build significantly more artificial grass pitches and to ensure that the development is sustainable. The hope is to improve sporting participation, which in turn would improve the health and social wellbeing of the population.
- 4.3 Croydon has a lower number of residents participating in sport and physical activity than the London average. Only 34.7% of the adult population (14 years +) in London Borough of Croydon, as surveyed in 2015/2016, participate in sport at least once a week, which is significantly lower than the London average of 38.2% and the nationwide average of 37%. There is a clear need to increase sporting participation, within a challenging environment of declining Local Authority resourcing. This proposal as such represents a potential opportunity to

secure funding into the borough's underutilised sporting infrastructure to the benefit of local residents.

- 4.4 It is understood that as a requirement of Parklife programme two football hub facilities are required to come forward in each borough in order for the funding to be agreed and the developments to go ahead.

Site A - Purley Way Playing Field

- 4.5 Purley Way Playing Fields is a 43.81 hectares area of open land bounded by Purley Way (A23) to the west, Waddon Way to the north, and Pampisford Road to the east. Purley Way Playing Fields is the largest expanse of sport pitches in Croydon.



Image 1 – View of Purley Way Playing Fields

- 4.6 The proposed development would be located at northern end of Purley Way Playing Fields, directly to the east of Croydon Colonnades leisure and retail park, accessed from Waddon Way. The part of Purley Way Playing Fields that the development would be located on currently consists of football pitches, an existing sports pavilion that is accessed from Croydon Colonnades, a child's play area that faces onto Waddon Way, a half pipe, playground and several trees.



Image 2 – Birds Eye View of Purley Way Playing Fields

- 4.7 The site is designated as MOL, is located within a Tier 2 Archaeological Priority Area and forms part of Croydon Panorama (see image 3 below), which is a locally designated public viewpoint of Croydon Town Centre.

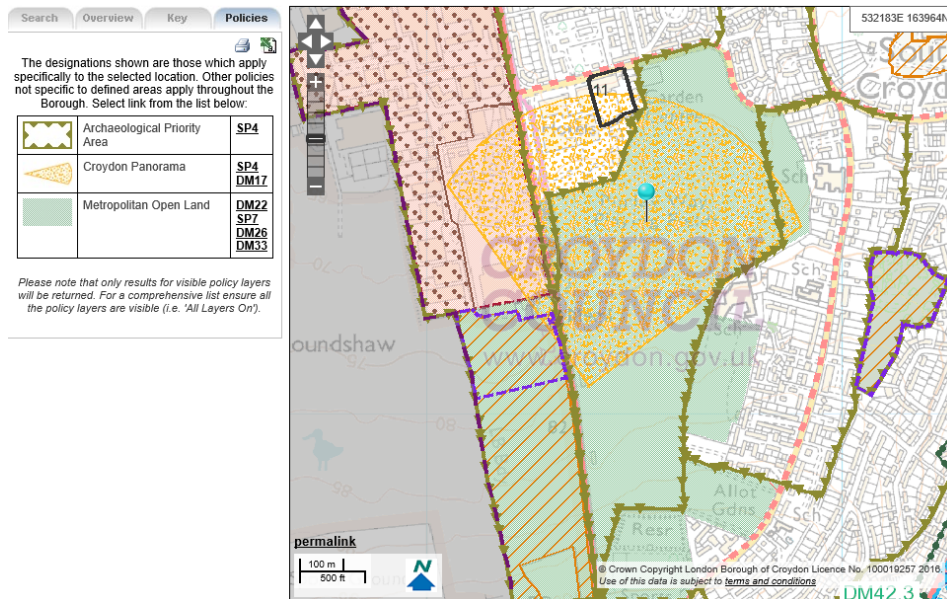


Image 3 – Extract from Policy Map

- 4.8 The Public Transport Accessibility Level (PTAL) of the site varies between 1a and 1b (very poor) and is located within Flood Risk Zone 1. Parts of Purley Way Playing Fields are modelled as being at risk from surface water flooding, although the parts of the site that the development is proposed to be located on are modelled as being at very low risk (less than 1 in 1000 years).

Site B - Ashburton Playing Fields

- 4.9 Ashburton Playing Fields is a 20 hectare area of open land, which runs from Bywood Avenue in the north, Chaucer Green to the west, and Woodville Avenue to the south. There are a number of residential properties whose rear gardens back onto the site.

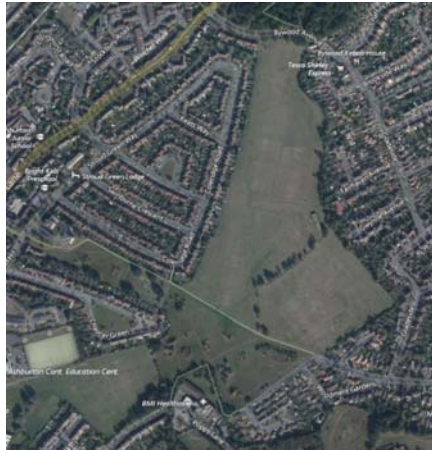


Image 4 – Birds Eye View of Ashburton Playing Fields

4.10 The proposed development would be located in the south eastern corner of the Ashburton Playing Fields. The relevant parts of the site contains football pitches, trees, a pavilion and a footpath that links Woodville Avenue to Long Lane/ Ashburton Park. The development would be accessed from Woodville Avenue.



Image 5 – Birds Eye View of Relevant Part of Ashburton Playing Fields

4.11 The site is designated as MOL.

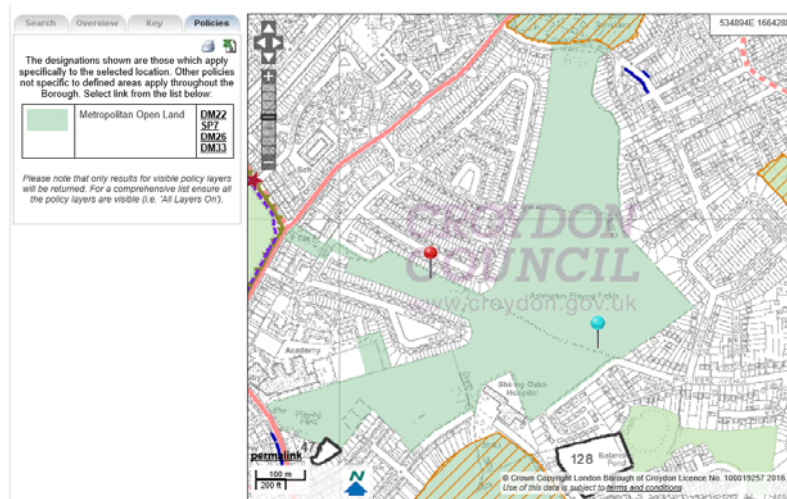


Image 6 – Extract from Policy Map

4.12 The Public Transport Accessibility Level (PTAL) of the site varies between 0 (worse) and 1b (very poor), and the site is located within Flood Risk Zone 1. Ashburton Playing Fields are prone to surface water flooding, with the risk varying between high (greater than 1 in 30 years) and very low (less in 1000 years). The part of the site the proposed development is located on is generally less prone to surface water flooding than other parts of the site.

5. MATERIAL CONSIDERATIONS

5.1 The main matters for consideration in both future submissions are as follows:

- Principle of Development
- Bulk, Mass and Design
- Impact of Residential Amenity
- Highway and Parking Impacts
- Trees
- Sustainability and Environment

Principle of Development (both sites)

Development on MOL

5.2 Both sites are designated as MOL. London Plan (2016) policy 7.17 states that 'The strongest protection should be given to London's Metropolitan Open Land (MOL), and inappropriate development refused, excepted in very special circumstances, giving the same level protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL'.

5.3 As MOL is afforded the same protection as the Green Belt, paragraphs 133 to 147 of the NPPF 2018 apply. Paragraph 145 states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt unless certain exceptions apply. One of these exceptions is 'provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation... as long as it preserves the openness of the Green Belt and do not conflict with the purposes of including land within it.'

5.4 Paragraph 143 of the NPPF 2018 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 144 states that "when considering a planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

5.5 In officer's view there are certain elements of both proposals that could potentially be considered appropriate development. These include the car park area (if number of car parking spaces is justified), pedestrian and cycle paths, well designed cycle shelter, outdoor gym equipment and the child's play area.

- 5.6 There are other elements that are for outdoor sports, but are considered by officers to cause some harm to openness, and therefore as per NPPF 2018 definition inappropriate. These include refuse store, sports pavilion, and artificial pitches and associated structures such as floodlights/fences.
- 5.7 It should be noted that Ashburton Scheme proposal (Site B), also includes an indoor gym. By virtue of this not being for outdoor sport, it would constitute inappropriate development as per the NPPF 2018 definition.

Development on Playing Fields

- 5.8 Both sites are located on playing fields. Paragraph 97 of the NPPF 2018 states that existing open space, sports and recreational buildings and land including playing fields, should not be built on unless the open space, buildings or land are surplus to requirements or, the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- 5.9 Both developments result in the loss of playing field area, reduce opportunities for informal play and sport, and result in the loss of public open space.

Very Special Circumstances

- 5.10 The applicant has stated the following as justification for building on MOL and playing fields:

“The Purley Way and Ashburton Playing Fields hub sites will be major contributors to community development in Croydon. The schemes are expected to see around 300,000 visits per year in combination, providing the borough with a high-class park-based community Football offer, sitting alongside our indoor leisure offer. The key focus will be on an improved offer for young people, particularly young girls, and addressing physical inactivity. We know female affiliated team Football is 3% of the market and we intend to achieve 25% female participation through these sites within 5 years. In addition, we want participation by disabled people to be at 10% over the same time period, and are aiming for a diversity of usage that doesn’t currently exist at Croydon facilities.

Wider benefits for the scheme will include a Btec education programme for young people, school holiday scheme and programmes for the local community, sessions tackling anti-social behaviour and gangs, all delivered by the Palace for Life Foundation in partnership with Surrey County Football Association.

More broadly there will be volunteer training particularly for coaches and officials, a locally driven café offer and free accessible toilet facilities, new and enhanced children’s play areas, new and enhanced pedestrian and cycle paths and facilities to improve accessibility, accessible parking, community rooms hireable for functions and children’s parties, biodiversity and landscape improvements, and at Ashburton Playing Fields a low cost community fitness gym offer. Our aim is to make these facilities a go-to destination for the local community, creating a hub that goes beyond just Football.”

- 5.11 Officer’s support the intentions of the Parklife Programme, but will need to balance this with protecting the openness of the MOL and playing fields.

Engagement with the GLA and Sport England is recognised as being vital, and the applicant is understood to be in discussions with both.

Bulk, Mass and Design

Site A – Purley Way Playing Fields

- 5.12 The location at the northern end of the site in officer's view seems to be the most appropriate location on Purley Way Playing Fields for such a development. It allows the development to be clustered next to the existing built form of Croydon Colonnades, which helps limit its impact on openness, as well as ensuring it is within reasonable walking distance of bus services.
- 5.13 Officers are encouraged by the attempt to create a sense of place and local destination point, rather than simply being just a football offer. This more complete offer that includes connecting pedestrian/cycle paths, play space, running trail and thought through landscaping, is considered complimentary to the existing function of the MOL. It is likely to encourage more active participation, ensuring that a broader cross section of the local population enjoy, benefit and use this important space. Creating a sense of place is essential if the development on MOL is to be justified.
- 5.14 In general, the positioning of the buildings both relative to the open space and to each other is appropriate. The car park is tucked away and has a direct relationship to both the existing pavilion and the new building, which helps tie the two elements of the scheme together. The impact of the pitches extending into the site on views from the south and from the Croydon Panorama would in part be mitigated by the change in land levels and proposed excavation (although it should be noted that officers do have some concerns over the financial feasibility of such excavation). The pitches are also set away from Waddon Way, which is likely to reduce both their visual and neighbouring amenity impact. The applicant will need to demonstrate the acceptability on views through appropriate 3D modelling.



5.15 The bespoke contemporary design of the building is high quality. The angulation of canopy gives a real focal interest and legibility, highlighting the entrance and café areas. Glazing in this section of the building will allow views in, creating activity, but also offers views out for customers of the MOL, play area and landscaped setting. The southern end of the building which needs to be more private due to the nature of the use (changing rooms etc) features brick, which would be broken up with high level continuous glazing that extends from the main canopy area. The extensive area of brick has both a security and maintenance benefit, and helps reduce the need for unsympathetic security measures such as security shutters.



Image 8 – Artist sketch for Purley Way Playing Fields

5.16 The material concept outlined by the applicant is supported by officers. White almost chalky brick references Croydon Airport and the chalk downlands of South England. Timber is an appropriate material choice for MOL. The material will also need to be easy to maintain if damage was to unfortunately occur.



Image 9 – Detailed Elevation Drawings and Material Precedents

5.17 The existing playspace on Purley Way Playing Fields, whilst occupying a large area, is not of particular high quality. Its re-provision within an improved offer is supported. In addition, the applicant will need to justify the loss of the existing half pipe.

Site B – Ashburton Playing Fields

5.18 The applicant initially proposed to locate the development at the northern end of Ashburton Playing Fields. Whilst this had the benefit of being closer to the main road, officers raised serious concern due to the impact on attractive views from Bywood Avenue (see photo image 10 below). The site is also narrower in this

location, which means that the development would dominate this part of the site more and leads to the creation of some challenging pinch points. Officers are satisfied that the current location in the eastern corner of the site is the most appropriate. The characteristics of its chosen location limits its visual impact as it is tucked into corner and the existing tree line provides some visual relief from views from the north. The development is also located in an area of the site less prone to surface water flooding and benefits from reasonable access to Woodville Avenue, as well as to the shared pedestrian/cycle path that links Ashburton Park to Woodville Avenue.



Image 10 – View of Ashburton Playing Fields from the North

5.19 In general, the positioning of the building and other structures both relative to the open space and to each other is appropriate. The main parking area is located adjacent to the road, which limits its impact on the green open space. Mounding would be used adjacent to the car park area to limit the impact on views experienced from the MOL. Disabled parking spaces would be located closer to the building for ease of access. The proposed location of the building has a welcomed direct mutually beneficial relationship with the shared cycle/pedestrian path. The play area is located in front of the café, creating a complementary synergy between these two uses. The play area is also close to the line of the trees, which acts as a source of inspiration to its design and encourages enjoyment of this open space.



Image 11 - Proposed Plan for Ashburton Playing Fields

5.20 The comments made on the sense of place and contemporary bespoke design of the building for Purley Way Playing Fields are equally applicable to this development on Ashburton Playing Fields.



Image 12 - Artist sketch for Ashburton Playing Fields

5.21 Differing from the Purley Way scheme the applicant is exploring the use of terracotta hanging tiles, which is an interesting material that is commonly found in the local area. The commonality of the building form and design with that of the Purley Way scheme, but with a different material choice, is supported. It helps create a connection between the two projects, but at the same time ensures they are contextually sensitive. Officers do have some concerns about the robustness of the suggested material, which needs to be explored further by the applicant.



Image 13 – Detailed Elevation Drawings and Material Precedents

5.22 The provision of new playspace on Ashburton Playing Fields is actively welcomed.

Secure by Design

5.23 It will be important that both schemes are designed so as not to cause or contribute to anti-social behaviour. The applications have been referred to the Metropolitan Police’s Design Out Crime Officer whom we understand is in discussion with the applicant.

Impact on Residential Amenity (both sites)

5.24 Through intensification of the use of the site there is the potential to have an adverse impact on neighbouring properties’ living conditions through noise disturbance. The applicant recognises this and has deliberately left space/buffer between the development and neighbouring properties. In addition, it is foreseen that conditions in regards to hours of operation, plant noise, limits on late night events, restrictions on amplified sound and music will be necessary to mitigate the impact.

5.25 The buffer between neighbouring properties and the development would also help naturally limit the impact of light pollution. A full light report will need to be submitted to demonstrate that the proposed flood lights and any other lighting have been designed not to have adverse impact on surrounding uses including residential properties and light sensitive businesses such as adjacent hotel on the Purley Way Playing Fields site.

Highways and Parking Impacts (both sites)

5.26 The applicant has submitted a Transport technical note that considers the impact of trip generation on peak rush hours. At peak time between 5pm and 6pm on a weekday, the Purley Way Playing Fields is expected to generate between 18 and 28 two way vehicle trips, and Ashburton Playing Field would generate between 24 and 36 two way trips. This level of trip generation is unlikely to result in a material impact on local highway network.

5.27 On the Purley Way Playing Fields approximately 30 general car parking and 5 disabled parking spaces are proposed. The applicant is also looking into whether Waddon Community Centre car park can be used as an overflow car park. On the Ashburton Playing Fields 30 echelon car parking spaces which would run parallel with the road. The echelon parking spaces are proposed to limit the impact of the development on the playing fields themselves.

- 5.28 To discourage excessive parking provision and to promote sustainable travel, the level of parking provision is understood to be based on travel modal targets of the travel plan. Whilst more robust justification on this is required, this does seem potentially an appropriate response given the sensitivity of the site. This may however lead to additional parking stress on surrounding roads.
- 5.29 On both sites, the applicant is proposing a new shared path for cyclist and pedestrians. On Ashburton Playing Fields the applicant is exploring with Sustrans whether the development could link into/extend the Waterlink Way. The Waterlink Way is a Sustrain cycle/pedestrian path that currently links South Norwood Country Park to Cutty Sark, Greenwich, through a continuous series of open spaces such as Ladywell Fields. The Waterlink Way then connects into route 21 of the National Cycle Network that finishes at Pevensey via Eastbourne.
- 5.30 The new pedestrian and cycle links are actively welcomed and form an extremely positive part of the potential schemes offering. New cycle parking facilities are proposed to actively encourage sustainable modes of transport.

Trees (both sites)

- 5.31 Due to the evolving nature of both schemes, the applicant has yet to confirm what the impact on trees will be. On the Purley Way (Site A), it does not appear that there would be any loss of trees, although officers have raised initial concerns about potential provision of disabled car parking spaces close to a coppice of trees and the impact this may have on root systems of those trees.
- 5.32 On the Ashburton (Site B), it is noted that a path is proposed through a relatively young coppice of trees. Further details on the impact on trees within this coppice is required. The applicant is showing extensive replanting of trees on both sites on submitted plans.
- 5.33 Officers have advised the applicant that a full application must include a tree survey, constraints plan and a tree protection plan. A landscape scheme and planting schedule will also be required.

Sustainability and Environment (both sites)

- 5.34 Policy requires that new build non-residential development of 500 sq.m and above achieve BREAAAM Excellent standard. The applicant has indicated that the development will achieve this.
- 5.35 A flood risk assessment will be required to be submitted with the application including a detailed Sustainable Urban Drainage scheme. SuDs will need to be integrated into the design, particularly on Ashburton Playing Fields. It will be expected that the development achieves better than greenfield run-off rates. Submitted drawings show the use of Swales.
- 5.36 Given both sites location within MOL and areas of open land, an Ecology assessment will need to be carried out. Any required surveys that arise out of this assessment such as Nesting or Bat Survey will need to be carried out upfront with the application, so that appropriate mitigation measures can be incorporated

into the design. The applicant will need to ensure that opportunities be taken, where possible, to enhance biodiversity including through the use of green roofs.

- 5.37 The entire borough is located within an Air Quality Management Area. The development both during construction and once complete could have an adverse impact on air quality if not sufficiently managed. A detailed Air Quality Management Assessment will be required to be submitted upon application.

Mitigation (both sites)

- 5.38 At this stage it is envisaged that planning obligations will be required to mitigate the impacts, with the following Heads of Terms:

- Employment and training
- Air quality
- Travel Plan
- Transport for London contributions (if required)
- Highway works (if required)
- Public realm works (if required)
- Community Use Plan

6. SUMMARY OF COMMENTS FROM PLACE REVIEW PANEL

- 6.1 The schemes were presented to Place Review Panel on the 20th September 2018. Earlier versions of the scheme had previously been reviewed by the panel on the 15th May and 27th July 2018. It is important to note that the applicant has fully embraced the PRP process and has significantly improved the scheme as a result. The applicant team should be commended for this.

- 6.2 The following is an officer summary of what was said on 20th September 2018 (PRP are in the process of providing their formal comments):

Site A - Purley Way Playing Fields

- 6.3 The panel were supportive of the scheme including the reduction and consolidation of the parking to one area and the quality of the play provision. They supported the retention and refurbishment of the existing changing rooms. In addition, the landscape design was praised for its ambition, however further refinement to landforms were recommended. The panel asked the applicant to look into whether the location and orientation of the main pavilion building could be improved. They suggested exploring rotating the building and reorganising the layout to allow the café to receive more southerly sun. They also recommended further exploration of the long views towards the site in order to ensure the building and wider landscape setting are harmonious. Additionally the panel had concerns regarding the approach to graffiti control and queried whether the pale brick could be detailed in a manner that created an uneven surface, which would act as a deterrent. The panel also advised branding graphics and signage should be modest in size and kept to a minimum in order to not overwhelm the architecture.

Site B - Ashburton Playing Fields

- 6.4 Overall the location, layout and design of the scheme has greatly improved from the previous reviews and the panel were generally very supportive of the

direction that the design was progressing in. In particular, the panel commented that the canopy gave welcomed prominence to the entrance, the landscape design was sensitive to the location and neatly integrates into its setting, and the play area design was evolving in the right direction and was appropriately located. The reduction and relocation of the parking was also welcomed as well as the reduction in height of the building. The aspect that required most development from the panel's perspective was the northern elevation facing the pitches. It was felt that this needed more design work to strengthen the relationship between the spectators and users of the building, and the activities happening on the pitches. In addition the glazing within the brick walls, particularly around the gym, was felt to be of the wrong visual language. Punched openings were advised rather than slots. The panel also advised branding graphics and signage should be modest in size and kept to a minimum in order to not overwhelm the architecture.

7. PRELIMINARY CONCLUSIONS

- 7.1 The development poses a challenge in that it improves borough's sporting provision, which has potential significant social benefits, but would involve building on protected MOL and playing fields. At this stage, the applicant has supplied insufficient information on whether the benefits of the scheme would outweigh the harm caused to the MOL, and from the loss of playing field area. However, officers are of the view based on discussion and progress made so far that the applicant may be able to demonstrate this, and as such, in principle the development should not be dismissed. Further engagement will need to take place during the pre-application process with both the GLA and Sport England.
- 7.2 The proposed development is sufficiently located away from neighbouring properties that any impacts on neighbouring properties' light, outlook, and privacy would be negligible. Impact on neighbouring properties' living conditions through intensification of use and light pollution can be managed through good design, mitigation measures (landscaping) and conditions (hours of use).
- 7.3 Officers consider the level of parking provision likely to be appropriate given the sensitivity of the site.
- 7.4 Pre-application engagement has (to date) been extremely positive and if the pre-application process continues to progress in this manner and the planning application is supported by high quality reports and plans, officers are reasonably confident that a high quality, well thought out sustainable development should prevail.

8. SPECIFIC FEEDBACK REQUESTED

- 8.1 In view of the above, it is suggested that members focus on the following issues:

Across both schemes

- Whether the principle of the development is acceptable having regard to the potential benefits of the scheme balanced against the impact on MOL, open space and playing fields.
- Is there anything members would like to see to improve the offer in order to make the development acceptable?

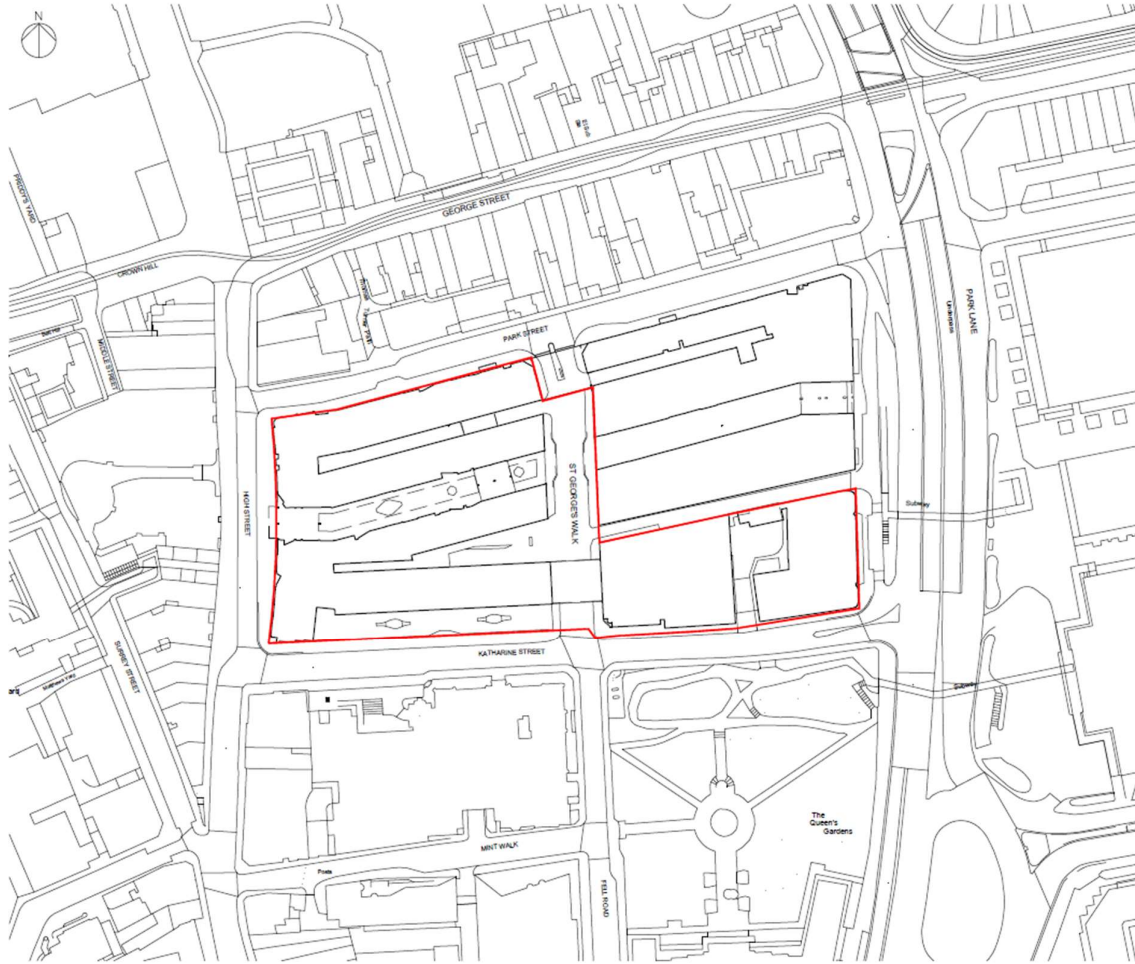
- Are members comfortable with the approach taken in regards to parking, i.e. basing it on targets rather than expected parking demand so as to promote sustainable travel and limit the impact on playing fields by reducing the size of the car park

Site A - Purley Way Playing Fields

- The location of the proposal within the site.
- Scheme design and how it contributes to a sense of place.
- Potential impact on the residential amenities of neighbours and how the scheme might be further developed to minimise any effects.

Site B - Ashburton Playing Fields

- The location of the proposal within the site
- Scheme design and how it contributes to a sense of place.
- Potential impact on the residential amenities of neighbours and how the scheme might be further developed to minimise any effects.



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PART 5: Development Presentations

Item 5.2

1 DETAILS OF THE DEVELOPMENT

Ref: 18/02575/PRE
Location: Queens Square (Land Bounded By Katharine Street, St Georges Walk, High Street and Park Street)
Ward: Fairfield
Description: Residential-led, mixed-use development proposal including up to 900 residential units (C3), up to 10,000 m2 (GIA) of new A, B and D class uses at ground floor, new town square, public realm, amenity space, pedestrianisation of Katharine Street West, basement retail, car parking, service areas and cycle parking
Applicant: R&F Properties QS (UK) co Ltd
Agent: James Sheppard, CBRE
Case Officer: Matthew Carney

- 1.1 This pre-application report aims to provide Members with sufficient information for effective engagement with the scheme and the report covers the following points:
- a. Executive summary of key issues
 - b. Site briefing
 - c. Relevant Planning history
 - d. Material Planning Considerations
 - e. Specific feedback requests

2 EXECUTIVE SUMMARY

- 2.1 The proposed scheme is a mixed use, residential led development comprising up to 900 residential units (C3), up to 10,000 m2 (GIA) of new A, B and D class uses at ground floor and a new town/civic square.
- 2.2 This is the first presentation of the scheme to the Planning Committee and a second presentation will be made prior to the applicants submitting a formal planning application later this year. This presentation is made at an early stage in the pre-application process to primarily seek Members views on the massing and layout of the proposed scheme. By the time of the second presentation the level of detail around the scheme will have been progressed and Member's views on the architectural expression and other material considerations will be sought.
- 2.3 There are a number of key issues which officers are keen to draw to Members attention and to generate debate:

Layout, Massing and Heritage Impact

The site includes and is in close proximity to a number of heritage assets, most importantly Grade I, II* and II Listed Buildings (Segas House, The Almshouses and Clock Tower and Town Hall Complex respectively) as well as Conservation Areas and a locally designated historic park and garden. Officers are concerned about the heritage impacts of the proposal and further testing and justification is necessary to

ensure that the scheme is not considered to cause an unacceptable level of harm to adjacent heritage assets.

Notwithstanding the further consideration necessary on the heritage impact, Officers are generally comfortable with the direction the ground floor use and layout of the scheme is heading in, although further testing of the heights proposed is necessary to ensure the appropriate layout for the site is achieved.

Provision of Affordable Housing

The applicant's initial affordable housing offer is 20% split 40:60 between affordable rent and shared ownership, it is proposed to provide 17% on site and 3% off site in the redevelopment of Nestle Tower which is in the same ownership as this site. This next stage of the pre-application process is for this to be robustly assessed by an appointed viability consultant, in order to ensure the scheme provides the maximum amount of affordable housing which is viably possible. An update on the findings from this assessment will be reported to Members at the second pre-application presentation to Planning Committee. In addition, discussions with the GLA need to be undertaken to understand their position on the affordable housing provision.

Highways and Parking

The applicants propose to deliver a new public square in front of the Town Hall this would necessitate pedestrianising Katharine Street (West). Mid Croydon is served by a significant number of bus routes and therefore has a high number of bus stops and bus stands. Detailed discussions in order to find an acceptable solution to address the highway network impacts in Mid Croydon are continuing with TfL and the applicants.

The site benefits from a large basement that extends under almost all of the site. This and the podium in the centre of the site will allow the majority of servicing for the ground floor commercial units to be undertaken from a central point within the site. Detailed discussions on the number of car and cycle parking spaces are still required with the applicant.

3 SITE BRIEFING

Site and Surroundings

3.1 The application site is located in the centre of Croydon to the south east of the main retail area of Croydon town centre, including the Whitgift Shopping Centre and the Centrale Shopping Centre and is approximately 1.4ha in area and comprises the following buildings;

- Park House;
- Park House Annex;
- No 1 Katharine Street;
- Nos. 1 to 27 St George's Walk shopping arcade;
- Katharine House;
- Ellis House and Segas House East and West; and
- Segas House.

3.2 The majority of buildings within the site are 1960s built office buildings of between five and six storeys, with ground floor retail units around the perimeter and along St George's Walk shopping arcade. Segas House is a five storey Grade II Listed Building and has been on the 'Heritage at Risk' Register since 1998. The demolition of all buildings on site bar Segas House, Katharine House and Park House¹ was granted prior approval on 6 September 2018. The applicants have submitted separate applications for the demolition (and partial demolition) to expedite their programme in delivering the development following the grant of any future planning permission for redevelopment.

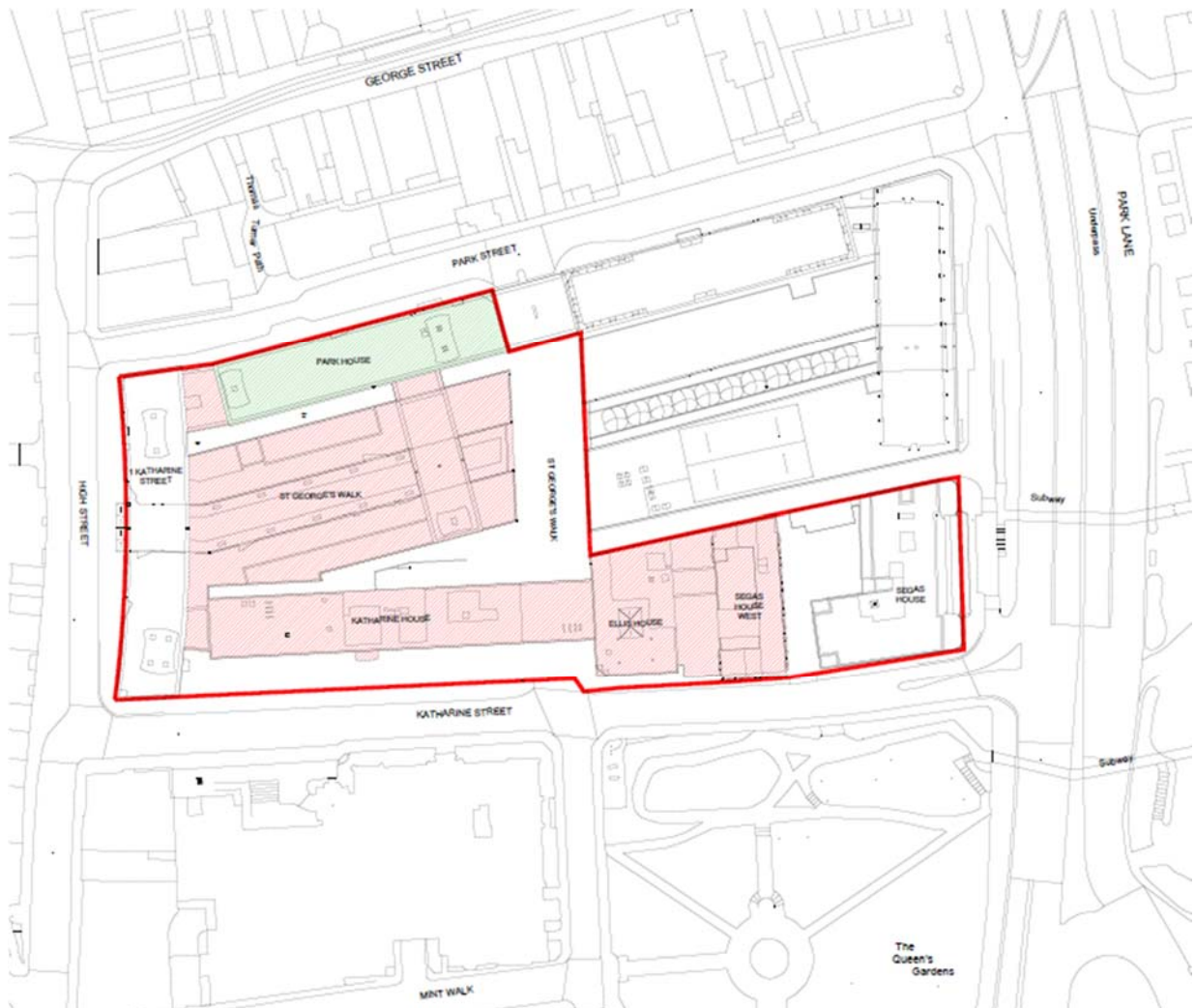


Figure 1 – Annotated Site Plan showing scale of demolition

3.3 The site is bounded by Park Street, High Street and Katharine Street and St Georges Walk, whilst High Street is currently subject to a pedestrianisation trial, the area is well served by bus services and consequently there is a high number of stops, routes and bus standing within the area.

3.4 The site is subject to a number of designations in the Croydon Local Plan 2018;

¹ Planning permission for the partial demolition (removal of existing facades and upstands) of Park House was approved on 6 September 2018.

- Croydon Opportunity Area;
- Croydon Metropolitan Centre;
- Site Allocation (no.194) - Residential with new civic space and a combination of retail, other Class A uses, leisure and office use (with an indication of 88 to 504 units on site);
- Archaeological Priority Area;
- Priority Shopping Area;
- Secondary Retail Frontage;
- Locally Designated View (From North End of the Town Hall Clock Tower);
- Segas House and No.1 Katharine Street are in the Central Croydon Conservation Area

3.5 The site is also within the boundary of the Mid Croydon Masterplan adopted by the Council in 2012, it sets out an ambition for the area to become a new neighbourhood in Croydon's Metropolitan Centre by offering new homes, new and distinctive shopping and restaurants and new high quality public space. Central to this is the objective of creating a new town square creating a new setting for the Town Hall and becoming a place for holding a wide variety of outdoor activities and events as well as providing informal public space within the town centre.

3.6 The site is surrounded by a number of heritage assets including the Town Hall complex (comprising the Town Hall Clock Tower, Public Library, War Memorial and Corn Exchange – all of which are at least grade II listed) and the northern, western and southern boundaries are adjacent to the Central Croydon Conservation Area. In addition, the Queen's Garden's lies across from the Site, and is an area of green space that is included in the Council's Local List of Historic Parks and Gardens.

Proposal

3.7 The proposal is for the construction of a residential-led development comprising:

- No.1 Katharine Street (existing building retained with part one/part two storey roof extension) and a new 8 storey extension to the rear fronting Katharine Street;
- Block B a part 7/part 8 storey building with commercial floorspace on the ground floor with residential above;
- Block D comprising part 7/part 8 and part 10 storey building with commercial floorspace on the ground floor with residential above (including an outdoor residential amenity space on the podium above the service yard);
- Block C a part 50/part 45 storey tower with a 8 storey podium;
- Refurbished Segas House with the potential for commercial/gallery and community floorspace at ground floor and residential above (a roof extension is proposed to facilitate plant equipment and a rooftop amenity space).
- New Public Square with pavilion building in front of the Town Hall and extended Thomas Turner Path linking George Street through to the new square and Town Hall.



Heights to Block D still under review, for current purposes the two wing elements are shown as Ground + 8 storeys (facing Thomas Turner Place) and Ground + 10 storeys (facing St George's Walk) respectively.

Figure 2 – Layout of the proposed scheme (showing proposed building heights in storeys)

3.8 The pre-application scheme was presented to Croydon's Place Review Panel (PRP) in September 2017. The main points are summarised as follows;

- The scale of the proposed 45 storey tower would have harmful heritage impacts and requires substantial justification.
- The perimeter block is too large.
- The layout of the development should be better informed by pedestrian desire lines and not the retention of Park House.
- The ground floors of each building require activation.
- The microclimate and overshadowing impacts any tall building on new or existing public spaces must be considered at the early stages as there are likely to be significant detrimental impacts.
- The civic square should be well-contained/defined and animated.
- Evidence should be provided to demonstrate that the proposed heights and mass of the development would enhance the setting and experience of the surrounding heritage assets and conservation area, it is considered that they are likely to cause harm.
- Good quality residential communal amenity spaces should be provided and a detailed and robust meanwhile use strategy is required.
- Servicing requirements need to be carefully considered so as not to unduly impact the ground floor pedestrian experiences nor located within a central podium level of the perimeter block.
- Meaningful community engagement should demonstrably inform the design process.

Planning History

3.9 The site has been the subject of previous planning proposals including;

18/03756/PAD Demolition of 1-27 St Georges Walk Retail Parade, Katharine House, Ellis House, Park House Annex and Segas House West, including demolition of the ground and basement slabs.

18/03757/FUL Partial demolition of Park House to remove the existing facades and upstands

Both applications were approved on 6 September 2019

15/03790/PRE Comprehensive redevelopment of the site to deliver c. 820 residential units (in a mix of studio, 1, 2 and 3 bed units) and c. 3,800 sq. m. of Class A1 – A5 floorspace in 3 new urban blocks (Blocks A, B and C) and a refurbished and extended Segas House. Development heights will range between 6 to 35 storeys (approximately), and the development will incorporate significant public realm enhancements, including the creation of new pedestrian routes through the site and a major new civic square.

This pre-application proposal was presented to planning committee for member's consideration on 3 March 2016. No formal planning application was submitted for this proposal.

99/2350/P Park Place – Alders, North End and Land Bounded by George Street, High Street, Park Lane, Katharine Street and Park Street; Demolition and partial demolition of existing buildings; erection of a four level department store fronting Katharine Street and High Street (on the site of 15-37 (odd) High Street and 1-14 Katharine House); erection of a three level shopping mall with internal mezzanine levels comprising approx 110 units (located between the proposed department store and the Whitgift shopping centre) comprising 75,069m² of retail floorspace; 7567m² of A3 (Food and Drink) and 4176m² of ancillary office floorspace to include part closure of Park Street and St Georges Walk; part demolition, refurbishment and facade retention of nos 2-38 and 3, 3a and 9a George Street; rebuilding of facade at 5-5a George Street on site of 7-7a George Street and retention of existing Alders facade on North End; construction of a glazed pedestrian bridge across George Street and section of mall below George Street; Erection of 5 level extension for office use to St George's House and extension of existing podium frontage on Park Lane; internal and external alterations to Segas House for use as offices with ancillary facilities to include installation of glazed pedestrian link to St George's House and formation of courtyard square at rear; highway alterations including remodelling of existing roundabout at junction of Barclay Road and Park Lane, the pedestrianisation of High Street between George Street and Katharine Street to include the formation of a landscaped civic square, the closing off to traffic of part of Katharine Street with consequent landscaping; construction of a covered bus interchange between Katharine Street and Park Street; construction of a 10 level car park with basement level ingress from Smiths Yard and egress via a tunnel link onto Fell Road; provision of servicing areas in High Street and Dingwall Avenue.

Planning permission was granted in 2004 but the scheme was not implemented and has subsequently lapsed.

Neighbouring Sites

Nestle Tower/St Georges House

12/03491/P St George's House, Park Lane, Croydon CR9 1NR Conversion, extension, recladding of exterior and partial demolition of the existing building to provide 288 flats, 95sqm (GIA) A3 floorspace at ground floor level along Park Lane (building A) up to 404 sqm (GIA) of non-residential floorspace at ground floor level along Park Street (building B) to be provided as either A1/D1 (excluding place of worship) /D2 (excluding cinema) use or a combination of these uses, together with other works associated with the development including public realm, private residential amenity space, access arrangements, reconfiguration of the basement to retain car parking (with provision of accessible car parking and car club spaces) and to provide cycle parking, servicing arrangements and utilities infrastructure; the extension includes up to an additional 5 storeys on building A, including roof gardens at levels 23,25 & 28 and an additional 3 storeys, including roof gardens at levels 6 and 8 on building B; the demolition is for removal of the existing bridge link of building B over St George's Walk and for the removal of links between buildings A & B from first floor level upwards.

This planning permission has been implemented with construction work commencing in August 2018. This site is also owned by R&F Properties.

Taberner House

17/01046/FUL Erection of four buildings ranging in height from 13 to 35 storeys comprising 514 residential units (use class C3), flexible A1/A2/A3/A4/B1/D1 space at ground floor level of the buildings, new basement areas (including demolition of parts of existing basement), landscaping (including re-landscaping of Queens Gardens), new pavilion café in Queens Gardens (use class A3), access, servicing and associated works.

Planning Permission was granted in July 2017 – construction work is underway.

4 MATERIAL PLANNING CONSIDERATIONS

4.1 The main planning issues for consideration in a future submission are:

Principle of the Proposed Development

Allocation in Croydon Local Plan 2018 – Croydon Opportunity Area (194)

4.2 The site is allocated in the Croydon Local Plan 2018 for a "Residential use with new civic space and a combination of retail, other Class A uses, leisure and office use" (with an indication of 88 to 504 units on site). Whilst further details on the specific mix of

units and floorspace for each use is required, the broad principle of the proposed scheme is in compliance with the allocation. Within the Croydon Opportunity Area a series of masterplans were developed to direct positive change in this area. This area is covered by the Mid Croydon Masterplan.

Mid Croydon Masterplan

- 4.3 Therefore the proposal should be considered in the context of the Mid Croydon Masterplan and identified that this area sits at the intersection of central Croydon's civic, office retail and cultural roles. For this area a key part of the masterplan was the creation of a vibrant new town square opposite the town hall which would be the centrepiece for the town as whole. Alongside this the masterplan advocated a new mixed use residential led neighbourhood to replace the St George's Walk area, creating new connections to Queen's Gardens and improvements to the character and quality of Park Street. This objective is achieved in principle by the proposed layout, however, the success of the scheme will be defined by the uses that are proposed as well as the quality of the built form and spaces being created and further discussions as part of the pre-application process are necessary.

Housing Unit Mix

- 4.4 Croydon Local Plan 2018 policy SP2.7 as it applies to this site (applying Table 4.1 - urban setting with a PTAL of 4, 5, 6a or 6b) shows a requirement of 20% 3+ bedrooms units except where there is an agreement with an associated registered provider that the number of 3+ bedroom units are neither viable nor needed or where a viability appraisal demonstrates that the larger homes would not be viable an element may be substituted for 2 bedroom 4 person units. The unit mix has yet to be confirmed by the applicants but will be shared with Members at the second pre-application presentation.

Affordable Housing

- 4.5 The Council will require a minimum provision of affordable housing to be provided either:
- a. Preferably as a minimum level of 30% affordable housing on the same site as the proposed development or, if 30% on site provision is not viable;
 - b. As the site is in the Croydon Opportunity Area, as a minimum level of 15% affordable housing on the same site as the proposed development plus the simultaneous delivery of the equivalent of 15% affordable housing on a donor site with a prior planning permission in addition to that site's own requirement. As the site is in the Croydon Opportunity Area, the donor site must be located within either the Croydon Opportunity Area or one of the neighbouring Places of Addiscombe, Broad Green & Selhurst, South Croydon or Waddon. or
 - c. As a minimum level of 15% affordable housing on the same site as the proposed development, plus a Review Mechanism entered into for the remaining affordable housing (up to the equivalent of 50% overall provision through a commuted sum based on a review of actual sales values and build costs of completed units) provided 30% on-site provision is not viable, construction costs are not in the upper quartile and, in the case of developments in the Croydon Opportunity Area, there is no suitable donor site.

- 4.6 The applicant has indicated an affordable housing offer of 20% split 40:60 between affordable rent and shared ownership with 17% delivered on site and 3% delivered off site in the St Georges House (Nestle Tower) redevelopment which is also owned by the applicant and is currently under construction.
- 4.7 The applicant will need to submit a detailed viability appraisal and this will be independently assessed. Further discussions will be required with officers from the Council as part of the pre application process. An update on this assessment and the affordable housing provision will be reported to Members at the second pre application presentation to Planning Committee. In addition, the applicant has submitted a request for pre-application advice from the GLA and the affordable housing provision will be a key component of their assessment of the proposal.
- 4.8 Alongside the affordable housing provision the applicant intends to provide a number of other planning benefits including affordable workspace and the delivery of a new town hall square. It is necessary to understand the impact these elements may have on the overall viability of the scheme to ensure that the maximum amount of benefit is delivered.

Commercial Uses

- 4.9 The site is within the Croydon Metropolitan Area – primary shopping area which has identified Main and Secondary Retail Frontages. Within the site No.1 Katharine Street is a Main Retail Frontage and the existing St Georges Walk shopping parade are designated as Secondary Retail Frontage in the Croydon Local Plan 2018. The applicants have provided a convincing future vision for the site that proposes a mix of retail, affordable workspace (including make and sell space), food and beverage, gallery and community space across the ground floor units. In general conformity with planning policies and the masterplan, it is proposed that a traditional retail offer is located within the High Street Frontage, with a mixture of ‘artisan’ retail which includes make and sell space and affordable workspace within the new pedestrian areas within the centre of the site and a food and beverage ‘café culture’ offer around the new town hall square. It is also proposed to use the ground floor of Segas House as gallery/community space with a café/restaurant use.
- 4.10 The proposed range of uses are also in accordance with the uses included in the allocation (194) for the site in the Croydon Local Plan 2018 and are considered to be complementary to the range of uses emerging in neighbouring sites in the town centre (Whitgift and Fairfield Halls). A key consideration in ensuring the successful activation of the ‘artisan’ retail is delivering sufficient floorspace at rent levels that are affordable for prospective tenants. The applicants have offered 300sqm of floorspace to be provided at affordable rent levels, further consideration of this is necessary and an update will be provided at the second committee presentation.

Townscape and Design

Heritage

- 4.11 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on local planning authorities to have special regard to the desirability of preserving listed buildings and their settings. Section 72 requires that special attention be paid to the desirability of preserving or enhancing the character or appearance of a conservation area. These statutory provisions are considered to

amount to a strong presumption against granting permission for any development which would cause harm to the setting of a listed building or the character or appearance of a conservation area, even if the harm is limited or less than substantial. That statutory presumption may, however, be outweighed by material planning considerations, provided they are strong enough to do so.

- 4.12 Paragraph 196 of the NPPF advises that where a proposed development will result in less than substantial harm, this harm should be weighed against the public benefits of the proposal. Paragraph 195 of the NPPF advises that where there is substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.
- 4.13 Policy DM18 of CLP2018 states that development affecting heritage assets will only be permitted if their significance is preserved or enhanced and lists, at DM18.2, a number of issues which schemes affecting heritage assets must consider (including scale, height, massing, pattern of development, detailing, materials, and integrity and significance of historic fabric).
- 4.14 The site interacts with a complex series of designated and non-designated heritage assets and includes a Grade II Listed Building (Segas House) as well as being partially sited within the Central Croydon Conservation Area. The site is also adjacent to a number of important heritage assets including listed buildings, the Central Croydon Conservation Area and a locally designated historic park and garden.
- 4.15 Officers consider that significant harm is caused to the significance of a number of the adjacent heritage assets, by reason of the scheme's impact upon their setting. This is particularly the case for;
- the Grade I Listed Almshouses as a result of the visual prominence of the tower in views looking south east from North End, the conservation area and from within the Almshouses courtyard, The tower would be closer and taller than existing and consented schemes, resulting in greater dominance and;
 - the Grade II Listed Clock Tower and Town Hall Complex when viewed from the east and west ends of Katharine Street due to the podium and tower in Block C 'cramping' the Clock Tower and Town Hall. The Clock Tower is designated as a landmark in Croydon Local Plan 2018; the tower would need to respond to its landmark status.
- 4.16 It should be stated that improvements to the design approach have already been made during the pre-application process and the applicant intends to continue the positive engagement with officers as further design work is progressed prior to submission and more detailed justification on the level of harm caused is submitted. As this is an evolving process at this stage it is difficult to conclude the level of harm that will result from the development. However bearing in mind the scale of development proposed and the proximity to a number of heritage assets it is likely that harm will occur. Therefore, it is important that the applicant recognises the need to minimise and where possible avoid any harm and improve the relationship with heritage assets through the evolution of the scheme. Alongside this, the applicant will need to demonstrate that a scheme that causes no harm would not achieve the necessary planning policy requirements and/or not be viable to be brought forward.

- 4.17 As set out in paragraph 4.11, where less than substantial harm is caused, this can be balanced against public benefits of the proposal. It is recognised that the scheme does propose the provision of a number of important public benefits including the provision of a significant quantum of housing, potential delivery of affordable housing and a new civic square. It is also acknowledged that whilst elements of the scheme may cause harm to heritage assets, other elements represent opportunities to improve heritage assets and/or their settings including the opening up of the square in front of the Town Hall and returning Segas House into an active use.
- 4.18 Further engagement with the applicants will be progressed and pre-application discussions with Historic England will be undertaken in advance of the second pre-application presentations but Members initial views on the heritage impacts of the scheme will be welcomed.

Layout

- 4.19 Given the planning history, current building coverage and size of the plot it is clearly a site capable of accommodating a significant development. The level of demolition proposed provides an opportunity for the scheme to create a new urban block within Mid-Croydon. The layout of the proposal has evolved during pre-application discussions and officers consider it is now considerably improved from the scheme proposed at the time of the PRP session predominately as the large perimeter block has been split into separate Blocks B and D reducing the footprint of built form and providing an east-west pedestrian route through the site. This will importantly improve the quality of accommodation and residential amenity provided in this part of the site.
- 4.20 The layout does seek to address the locally designated view of the Clock Tower from North End by using Thomas Turner Place to provide relief between the built form proposed and the important view. Whilst further work is necessary on the detail of treatment of the elevations (including how to address balconies) this is successful in maintaining this key view.
- 4.21 The layout of the scheme also results in the provision of a number of new public spaces including a new public square in front of the Town Hall, Thomas Turner Place and the new east-west pedestrian route. The provision of these spaces is supported in principle as they meet the Masterplan objective of delivering a new square and improving permeability but Officers are concerned about the hierarchy of these spaces and how they can complement and not compete with each other. It is accepted by the applicants that much greater level of detail of how the spaces will look and operate needs to be progressed during pre-application discussions and this will include microclimate evidence to ensure that the spaces are not detrimentally affected by the proposed built form.

Scale, Height, Massing

- 4.22 The OAPF sets different height character areas with different approaches to massing. This area is defined as an “edge” area where *“Building heights in this area will vary. There will be scope for some new tall buildings where justified. There will be more mid-rise and smaller scale infill buildings”*. The site is in close proximity to some tall buildings including St Georges House (currently being extended to vary between 25-28 storeys) and the Taberner House development (13-35 storeys). However, as noted the Central Croydon Conservation Area adjoins the site to the northern, western and southern boundaries and the adjacent built form within the conservation area varies in

height between 2-7 storeys. This development will therefore need to mediate between the surrounding characteristics.

4.23 The proposed scheme attempts to respond to this context by stepping up the height of the built form away from the northern and western boundaries and in the case of the southern boundary the elevation of block B is set back further away from the Town Hall than the existing location of Katharine House. Subject to the further testing of the heritage impacts of the development, Officers are generally comfortable with the heights proposed with the exception of;

- Block C – Officers are concerned that the height of the tower at part 50/part 45 storeys (which is significantly taller than other buildings in the immediate area) would be visually prominent in many views of the site from both short and long distance. Officers are satisfied that a tall building can be accommodated as long as the impact on the heritage assets, townscape and other receptors is found to be acceptable. The applicants need to undertake further work to address these factors and if the heritage impact is found to be acceptable demonstrate that the design is of exceptional quality to justify its prominence.
- No.1 Katharine Street – a part one/part two storey extension is proposed. Whilst it is accepted that the approach deals effectively with retaining the local designated view of the Clocktower from North End it results in an unbalanced extension that is unsympathetic to the existing building. Officers are more convinced that a single storey roof extension would be appropriate and further testing of options for this building are necessary;
- The wing elements of Block D – positive changes during the pre-application process have resulted in the splitting of the perimeter block and the creation of separate Blocks B and D with a pedestrian route through the site. However, it is proposed to accommodate residential amenity space within the podium in the centre of Block D, and details of the applicants assessment of the daylight and sunlight received in this space and in any flats with an outlook onto this space on the lower levels of proposed building needs to be submitted to ensure that the heights of the wing elements are appropriate;
- Segas House – Officers have been concerned about previous proposals that included an additional storey to provide residential accommodation. Whilst this is no longer proposed, a roof extension is still included as part of the scheme to provide plant equipment and facilitate rooftop amenity space. A detailed assessment needs to be undertaken to ensure the additional massing on the roof of Segas House is kept to the minimum level required and is located sensitively to minimise impact. This has not yet been demonstrated to Officers.

Appearance

4.24 As stated, pre-application discussions with the applicants have focused on finding an acceptable approach to layout and massing, therefore the applicants have not presented information on the façade treatment/architectural expression/materiality for any of the new built form. This will form the next stage of the pre-application process and Members at the second presentation will receive further detail to inform their comments on the façade treatment/architectural expression.

Highways and Parking

- 4.25 The site is located in an area with a PTAL of 6b, which is excellent, being in close proximity to East Croydon transport interchange and all the services and facilities offered by Croydon Town Centre. In particular, a significant number of bus services are routed through Mid Croydon.
- 4.26 The Mid Croydon Masterplan set out a scenario to deal with bus movements in Mid-Croydon which involves north bound buses routed up St Georges Walk and south bound buses via High Street. The Masterplan also seeks to deliver improved public realm across the area which includes a new public square on Katharine Street. Whilst the Masterplan recommended buses travel via the High Street, since October 2017 the High Street has been the subject of an experimental pedestrianisation scheme and this remains in place until March 2019.
- 4.27 The applicants propose to deliver a new public square in front of the Town Hall by pedestrianising Katharine Street (West). This would achieve the Masterplan objective and is supported by Officers. The applicants would also prefer St Georges Walk to be pedestrianised (with the exception of service vehicles) therefore re-opening High Street for south-bound bus travel. Subject to the results of the consultation associated with the experimental traffic order closing the High Street and the results of the assessment of the effects of the experimental closure, this is not considered to be the most appropriate way of addressing the highway network in the area and Officers are minded to insist that St Georges Walk remains open for vehicular traffic.
- 4.28 Discussions on how best to deal with the remaining highway network to the satisfaction of the Council, TfL and the applicant are continuing and an update will be tabled at the second pre-application presentation.
- 4.29 The site benefits from a large basement that extends under almost all of the site, it is proposed that the majority of servicing of the site will be undertaken from the basement however trip generation from the commercial activities and deliveries to residents are still to be assessed. The basement will also provide the location for any car parking that might be accepted and (non-visitor) cycle parking provision. Detailed discussions on the amount of each provision are needed with the applicants with the Council seeking a nil provision of car parking with the exception of disabled spaces and car club provision due to the high PTAL location and the requirements of the Draft London Plan and TfL. Any approved parking spaces will be required to have electric vehicle charging provision. Further assessment of the highway impact of the proposed development is necessary and this will be undertaken when the required evidence is provided.

Residential Amenity

Future Occupiers

- 4.30 The quality of accommodation for future residents needs to be carefully considered. The key areas are:
- Individual Units: all units will need to meet the Nationally Described Space Standards and sizes set out in the London Plan. The London Housing SPG seeks to minimise the number of single-aspect units in schemes and indicates that north-

facing single aspect units would not be acceptable. Evidence on the levels of daylight and sunlight received by each unit needs to be submitted;

- Private Amenity Space: each flat needs to be provided with private amenity space that meet or exceed the space standards set out in the London Plan. Given the constraints of the site it is important that consideration is given to how this is achieved whilst respecting design and provides usable high quality space for residents;
- Communal Amenity Space: Local and London Plan policy requires schemes to deliver high quality communal amenity space for residents which should include spaces designed for children to play. Discussions have been undertaken on the amount of space required and the applicant has demonstrated that the possibility of accommodating amenity space on rooftops does exist and this will be progressed with the applicant;
- Overheating: With a significant number of south and south-east facing units, units would need to be designed not to overheat;
- Noise: Given the site location and the range of uses proposed, noise will be a key issue. Residential units should internally achieve noise levels in accordance with World Health Organisation guidelines;
- Air Quality: consideration will need to be given to if there is any air quality issues and how they can be effectively resolved.

As yet detailed upper floor plans have not been provided. These will need to be the subject of detailed discussions with officers going forward.

Neighbouring Residents

- 4.31 Due to the site's location in the centre of Croydon there are a limited number of residential properties in close proximity, however the impact on residential amenity of neighbouring properties that do exist still needs to be carefully considered. As proposals for the internal layout of the built form are developed they need to consider outlook and privacy, daylight and sunlight and noise to ensure the amenity of neighbours is maintained.

Environmental Impact and Sustainability

- 4.32 The applicant is aware of the requirements for passive design, zero carbon development, and connection to the forthcoming Croydon Decentralised Energy Network. Discussions are forthcoming in relation to air quality, overheating, micro climate and lighting impacts.
- 4.33 The site is within Flood Zone 1 (Low Risk) and in an area at risk of surface water flooding. This will be considered with input from the Local Lead Flood Authority. Any future planning application will need to be accompanied by a Flood Risk Assessment.
- 4.34 An Environmental Statement will be submitted as part of the submission of a formal planning application as the applicants recognise that the scheme constitutes Environmental Impact Assessment (EIA) development. Officers are currently considering an EIA Screening opinion request for the development.

Other Planning Matters

4.35 Consideration will need to be given as to the requirement for any planning obligations required to mitigate the impact of the development. At this early stage it is not possible to provide an exhaustive list of all of the matters which will need to be secured by a planning obligation. But in accordance with the Council published guidance on Legal Agreements it is expected that obligations relating to the following will be required as a minimum:

- Affordable Housing
- Employment and Training
- Air Quality
- Zero Carbon
- Car Club
- Travel Plan
- Restriction of Parking Permits
- Transport for London contributions (if required)
- Highway works (including junction works to ensure highway safety)
- Public Access to public square
- District Energy Scheme
- Any TV/Radio signal mitigation
- Timing of works to the listed building

5 SPECIFIC FEEDBACK REQUESTS

5.1 Member expectations in dealing with:

1. The general scale and massing of the proposed scheme and in particular
 - The impact upon the heritage assets in the surrounding area
 - The height of Block C (the tower)
 - The height of Blocks B and D
 - The extension to No.1 Katharine Street
2. The approach taken to the layout of the site and the provision of the new public routes, open space and civic square
3. The approach taken to the range of ground floor uses within the scheme
4. The proposed quantum of affordable housing proposed of affordable housing

6 PROCEDURAL MATTERS

- 6.1 The proposal is reported to Planning Committee to enable Members to view and comment on it prior to submission of a formal application. The proposal is not a planning application. Any comments are provisional and subject to full consideration, including public consultation and notification as part of any subsequent application.
- 6.2 The principles of redeveloping the site have been discussed at a series of pre-application meetings and initial drawings of the proposed scheme have been

reviewed by the Council's planning officers and Place Review Panel. Discussion has predominately been focused on appropriate heights and massing, heritage impacts and the layout of the proposed scheme.

- 6.3 A planning application for the proposed development would be referable to the Mayor of London under the Mayor of London Order 2008. The Mayor's views have not yet been formally sought, but the applicant has taken initial steps to meet with the Greater London Authority's officers through their pre-application advice service (including consideration by Transport for London), prior to the submission of a formal planning application.

PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning applications for determination by the Planning Committee.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 Any item that is on the agenda because it has been referred by a Ward Member, GLA Member, MP or Resident Association and none of the person(s)/organisation(s) or their representative(s) have registered their attendance at the Town Hall in accordance with the Council's Constitution (paragraph 3.8 of Part 4K – Planning and Planning Sub-Committee Procedure Rules) the item will be reverted to the Director of Planning and Strategic Transport to deal with under delegated powers and not be considered by the committee.
- 1.4 The following information and advice applies to all reports in this part of the agenda.

2 MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Committee is required to consider planning applications against the development plan and other material planning considerations.
- 2.2 The development plan is:
 - the London Plan (consolidated with Alterations since 2011)
 - the Croydon Local Plan (February 2018)
 - the South London Waste Plan (March 2012)
- 2.3 Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third party representations received, remains the extent to which planning proposals comply with the Development Plan.
- 2.4 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.

- 2.5 Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 2.6 Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.
- 2.7 In accordance with Article 31 of the Development Management Procedure Order 2010, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
- 2.8 Members are reminded that other areas of legislation covers many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
- **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

3 **ROLE OF THE COMMITTEE MEMBERS**

- 3.1 The role of Members of the Planning Committee is to make planning decisions on applications presented to the Committee openly, impartially, with sound judgement and for sound planning reasons. In doing so Members should have familiarised themselves with Part 5D of the Council's Constitution 'The Planning Code of Good Practice'. Members should also seek to attend relevant training and briefing sessions organised from time to time for Members.
- 3.2 Members are to exercise their responsibilities with regard to the interests of the London Borough of Croydon as a whole rather than with regard to their particular Ward's interest and issues.

4. **THE ROLE OF THE CHAIR**

- 4.1 The Chair of the Planning Committee is responsible for the good and orderly running of Planning Committee meetings. The Chair aims to ensure, with the assistance of officers where necessary, that the meeting is run in accordance with the provisions set out in the Council's Constitution and particularly Part 4K of the Constitution 'Planning and Planning Sub-Committee Procedure Rules'. The Chair's most visible responsibility is to ensure that the business of the meeting is conducted effectively and efficiently.
- 4.2 The Chair has discretion in the interests of natural justice to vary the public speaking rules where there is good reason to do so and such reasons will be minuted.

- 4.3 The Chair is also charged with ensuring that the general rules of debate are adhered to (e.g. Members should not speak over each other) and that the debate remains centred on relevant planning considerations.
- 4.4 Notwithstanding the fact that the Chair of the Committee has the above responsibilities, it should be noted that the Chair is a full member of the Committee who is able to take part in debates and vote on items in the same way as any other Member of the Committee. This includes the ability to propose or second motions. It also means that the Chair is entitled to express their views in relation to the applications before the Committee in the same way that other Members of the Committee are so entitled and subject to the same rules set out in the Council's constitution and particularly Planning Code of Good Practice.

5. PROVISION OF INFRASTRUCTURE

- 5.1 In accordance with Policy 8.3 of the London Plan (2011) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund Crossrail. Similarly, Croydon CIL is now payable. These would be paid on the commencement of the development. Croydon CIL provides an income stream to the Council to fund the provision of the following types of infrastructure:
- i. Education facilities
 - ii. Health care facilities
 - iii. Projects listed in the Connected Croydon Delivery Programme
 - iv. Public open space
 - v. Public sports and leisure
 - vi. Community facilities
- 5.2 Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through A S106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

6. FURTHER INFORMATION

- 6.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

7. PUBLIC SPEAKING

- 7.1 The Council's constitution allows for public speaking on these items in accordance with the rules set out in the constitution and the Chair's discretion.

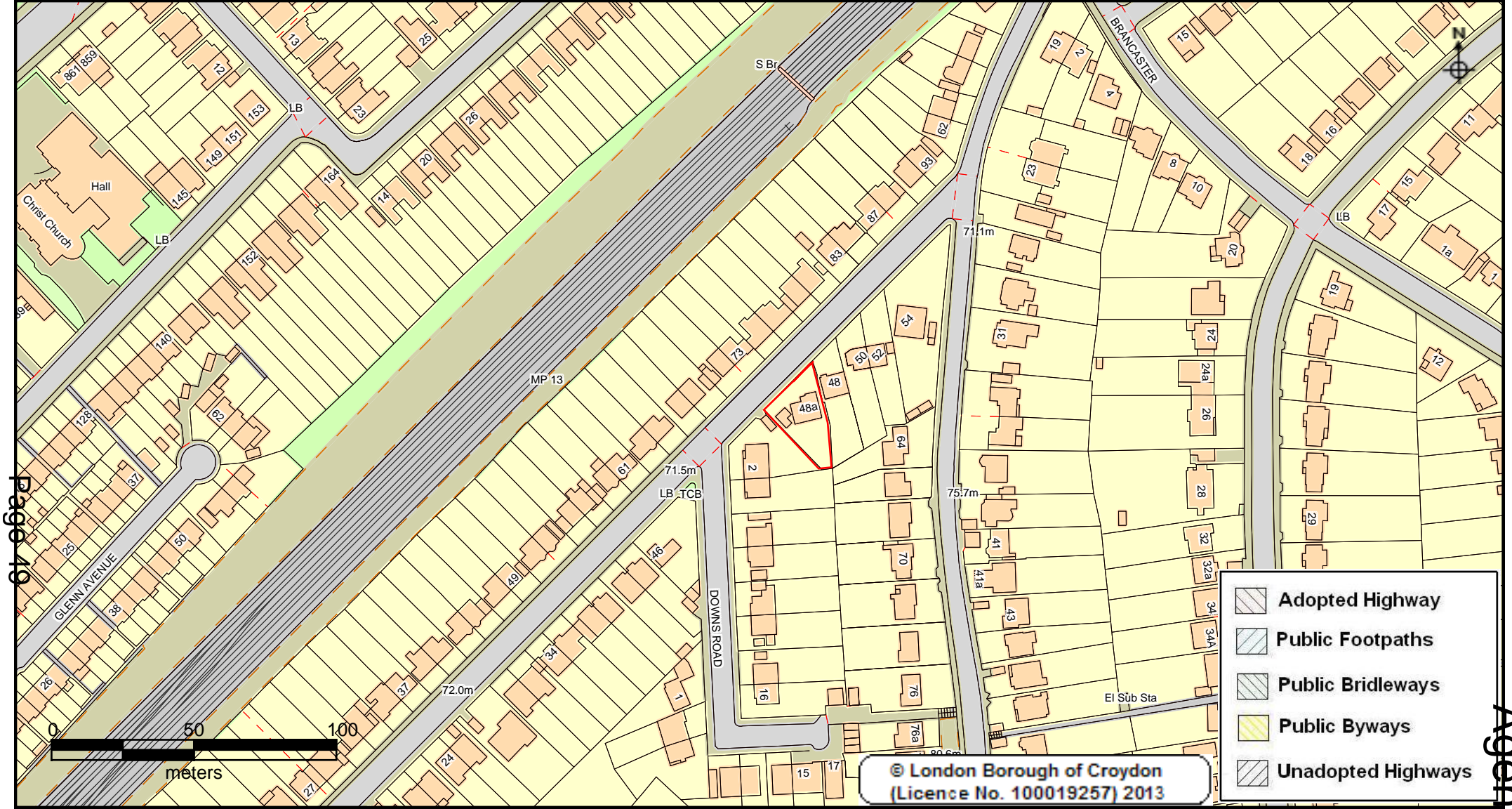
8. BACKGROUND DOCUMENTS

- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application documents (but not representations and consultation responses) can be viewed online from the Public Access Planning Register on the Council website at <http://publicaccess.croydon.gov.uk/online-applications>. Click on the link or copy it into an internet browser and go to the page, then enter the planning application number in the search box to access the application.

9. RECOMMENDATION

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

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PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/02870/FUL
 Location: 48A Grasmere Road, Purley, CR8 1DW.
 Ward: Purley Oaks and Riddlesdown Road.
 Description: Demolition of existing two storey house and single storey garage, erection of two storey plus lower ground floor level building to accommodate seven self-contained dwellings (C3), two off-street car parking spaces, bicycle and refuse stores.
 Drawing Nos: 17-P-1, 2, 3 Rev G, 4 Rev J, 5 Rev L, 6 Rev B, 7 Rev B, 8 Rev B, 9 Rev A.
 Applicant: Sterling Rose.
 Agent: Sterling Rose.
 Case Officer: Barry Valentine.

	1B 1P	1B 2P	2B 3P	3 B 4P	4B 6P	Total
Existing Provision					1	1
Proposed Residential Mix		5		2		7

Number of car parking spaces	Number of cycle parking spaces
2 on site car parking spaces	8 on site cycle parking spaces

1.1 This application is being reported to Planning Committee as 34 objections and one petition containing 38 signatures have been received, which is above the threshold set out in the Committee Consideration Criteria and because the Ward Councillor at the time of consultation (Cllr Simon Hoar) made representations in accordance with the Committee Considerations Criteria and requested Committee consideration.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
1. In accordance with the approved plans.
 2. Development to be implemented within three years.
 3. Samples and details (as appropriate) of materials including window frames.

4. Details on landscaping including trees, play-space, accessibility, inclusiveness, and boundary treatments.
5. Sustainable Urban Drainage System.
6. Provision of on-site car parking including dropped kerb/pavement reinstatement – prior to occupation and permanently retained thereafter.
7. Refuse store be installed prior to occupation.
8. Details of additional cycle store, and proposed cycle store to be provided prior to occupation.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one electric vehicles charging point.
12. Obscurely glazed and non-opening up to 1.7m windows on eastern elevations at upper ground floor level and at lower ground floor on eastern elevation.
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Community Infrastructure Levy.
 2. Code of Practice regarding small construction sites.
 3. Highway works to be made at developer's expense.
 4. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.
- 2.3 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Demolition of existing two storey house and single storey garage, erection of two storey plus lower ground floor level building to accommodate seven self-contained dwellings (C3), two off-street car parking spaces, bicycle and refuse stores.
- 3.2 Revisions were received on the 7th September 2018, and were placed out for further public consultation. In summary the following changes were made to the scheme:
 - Provision of an additional three bed unit.
 - Enlargement of side additions.
 - New two storey rear elevation bay feature with associated first floor level balcony.

Site and Surroundings

- 3.3 The application site is a two storey detached property with an single storey garage, located on the south side of Grasmere Road, approximately 30m north east of the junction with Downs Road. The property is in use as a single dwelling house. The garage is accessed from a dropped kerb that is located on the western side of the site.
- 3.4 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached, and are generally two stories high.
- 3.5 There are no direct policy constraints identified in the Croydon Local Plan (2018).
- 3.6 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at very low risk (less than 1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 100 years from surface water flooding on 1 in 100 year basis). The site is an area where there is potential for groundwater flooding to occur.
- 3.7 The site has a Public Transport Accessibility Level (PTAL) of 1B (Very Poor).
- 3.8 The site is located within a Tier II level of Archaeological Priority Area (APA).

Relevant Planning History

- 3.9 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.
- 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 development would not cause harm to any archaeological remains.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would result in some additional on street parking. However, this would not generate significant levels of parking stress such as to justify refusal of planning permission. The proposed development would not have an adverse impact on the operation of the highway.
- The proposed development 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 nine 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: 35 Objections 34

No of petitions received: 1 objecting containing 38 signatories

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

- Development not in keeping with current housing in this area.
- Development over-bearing, out of scale and out of character on terms of its appearance.
- Height of the development is not in keeping with the two storey height of neighbouring properties.
- Development will lead to extra road traffic and parking congestion.
- Development will effect emergency service access due to the increased number of cars being parked on the road, and increased risk of double parking.
- Loss of natural light to neighbouring properties.
- Loss of trees/shrubs.
- Impact on outlook of garden.
- Loss of privacy for windows located on the side elevation as they could be opened.
- Insufficient amount of parking for the development which will lead to parking stress.
- No need to demolish existing property as it is structurally sound,
- The creation of flats not in keeping with the character of the area that is made up of flats.
- Council previously refused planning permission at 54 Grasmere Road, and this was the correct decision.
- The proposal represents overdevelopment and will create poor quality accommodation with limited access to external amenity space.
- Impact of visitor car parking on parking stress.
- The development would create overcrowded accommodation which has negative effects in terms of health, safety and education of children

- Impact of the development on local infrastructure.
- Overdevelopment.
- The development would have an adverse impact on highway safety.
- Noise and activity from use of the gardens.
- Missing vegetation on the plans.
- Loss of privacy from occupiers using the garden.
- Concern about lack of detail on boundary treatments and impact on privacy.
- Proposed development is causing stress and disruption to neighbouring residents.
- Centre of Croydon should be developed more.

6.3 The following Councillors made representations:

- Cllr Simon Hoar (Ward Councillor for Purley Oaks and Riddlesdown Road) – Overdevelopment of the site, impact of development on privacy and amenity of neighbouring properties, insufficient on site parking that will have negative impact on operation of the highway, flats not in keeping with streetscene and loss of family home.

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

- The development will devalue other houses (Officer's response – This is not a material planning consideration).
- Profit of the developer and concerns over their accounts (Officer's response – This is not a material planning consideration).

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

- No site notices were erected (Officer's response – The application was advertised by the way of letters to neighbouring residential properties in line with statutory consultation requirements).
- The application form was not updated when the scheme was revised (Officer's response – A revised application form has been submitted that makes minor changes to the application form).
- Drawings should be labelled differently on the website (Officer's response – The drawings are listed by drawings numbers which allows them to be referenced.)

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

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 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP2: Homes.
 - *SP2.1 Choice of homes.*
 - *SP2.2 Quantities and locations.*
 - *SP2.7 Mix of homes by size.*
 - *SP2.8 Quality and standards.*
- DM1: Housing Choice for Sustainable Communities.
 - *DM1.2 Net loss of 3 bed or homes less than 130 sq.m.*
- SP4: Urban Design and Local Character.
 - *SP4.1 High quality development that responds to local character.*
- DM10: Design and Character.
 - *DM10.1 High quality developments, presumption for 3 storeys.*
 - *DM10.2 Appropriate parking and cycle parking design.*
 - *DM10.4 Private amenity space.*

- *DM10.5 Communal amenity space.*
- *DM10.6 Protection to neighbouring amenity.*
- *DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.*
- *DM10.8 Landscaping.*
- *DM10.9 Lighting and light pollution.*
- DM13: Refuse and Recycling.
 - *DM13.1 Design, quantum and layouts.*
 - *DM13.2 Ease of collection.*
- SP6: Environment and Climate Change.
 - *SP6.3 Sustainable design and construction. Minor residential scheme 19% CO2 reduction. Water efficiency 110 litres.*
 - *SP6.4 Flooding and water management - c) SUDs.*
 - *SP6.6 Waste management.*
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
 - *SP8.5 and SP8.6 Sustainable travel choice.*
 - *SP8.7 Cycle parking.*
 - *SP8.12 and SP8.13 Electric vehicles.*
 - *SP8.17 Parking standards in low PTAL areas.*
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of development and quality of residential units created.

Principle of Development

8.2 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. The existing unit is a 4 bed and measures approximately 174 sq.m, and two three bed units are proposed. The proposal complies with Policy DM 1.2.

- 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 are proposed, which amounts to 29%. Given the minor infringement, the level of three bed provision is acceptable.
- 8.4 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) to a minimum twenty year target of 32,890 over the period of 2016-2036. The Draft London Plan (2017) has provisionally set a minimum ten year target for the borough of 29,490 new homes over the period of 2019/20-2028/29. The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). There is no policy requirement for the provision of Affordable Housing as less than ten units are proposed.

Quality of Units

- 8.5 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'.
- 8.6 The units would receive good levels of light, outlook and aspect. All the residential units would be 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 height of 2.5m for at least 75% of GIA in accordance with the London Plan (2016) standards.
- 8.7 The quality of accommodation provided by the lower ground floor three bed unit is acceptable. The layout of the unit has been designed to maximise light and outlook, with the main living/kitchen area benefiting from views over the rear garden. The main bedroom and secondary single bedroom would have views into a half height lightwell. The lightwells shallow depth would ensure these bedrooms would receive adequate daylight. The window to the third bedroom would need to be obscurely glazed to protect its privacy due to its location next to the side passage (secured via condition), however this is acceptable given this is the smallest of the bedrooms and the unit as a whole would provide a good standard of residential accommodation.
- 8.8 The proposed level of external amenity space provision for the development is acceptable. The two lower ground floor units would have access to their own private garden measuring 9 sq.m and the three bed unit at first floor level would have a 5.7sq.m balcony. The flats would also have access to a 50 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.

- 8.9 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.
- 8.10 The development would not meet M4 (2) standards. The applicant has explored the possibility of installing a ramp to the entrance, but the gradient would be too steep for it to meet the required standard. In light of this, the proposed non provision of M4 (2) units is justifiable.

Impact on the appearance of the site and surrounding area.

- 8.11 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to a suitable replacement designed building being agreed.
- 8.12 The proposed bulk and mass of the development is acceptable. Policy DM 10.1 states that there is a presumption in favour of three storey high development. In the context of this policy the two storey plus lower ground floor level of the proposed development is acceptable. The proposed ridge and eaves line of the development are in keeping with that of both the existing property, as well as the neighbouring property no. 48. In this section of the street, the front building lines of neighbouring properties are staggered rather than running parallel to the street. The proposed development would maintain this relationship, with the proposed development being set back from no.48's building line by approximately 3.5m. The development aligns with the rear building line of no.48 which is appropriate at the eastern boundary, before projecting a further 3.6m rearwards on the western side at upper ground floor level and above. The furthest point of the rear elevation of development does not extend directly in front of the rear elevation of 2 Downs Road, ensuring that the development would have an appropriate relationship to this property. The development has a well-balanced composition, and appropriate fenestration pattern.



Image 1 - Street Elevation

8.13 The width of the development is appropriate with sufficient spacing maintained between the properties. There would be a 1.35m gap to the eastern boundary and a 10m gap to the flank elevation of no.2 on the western boundary.

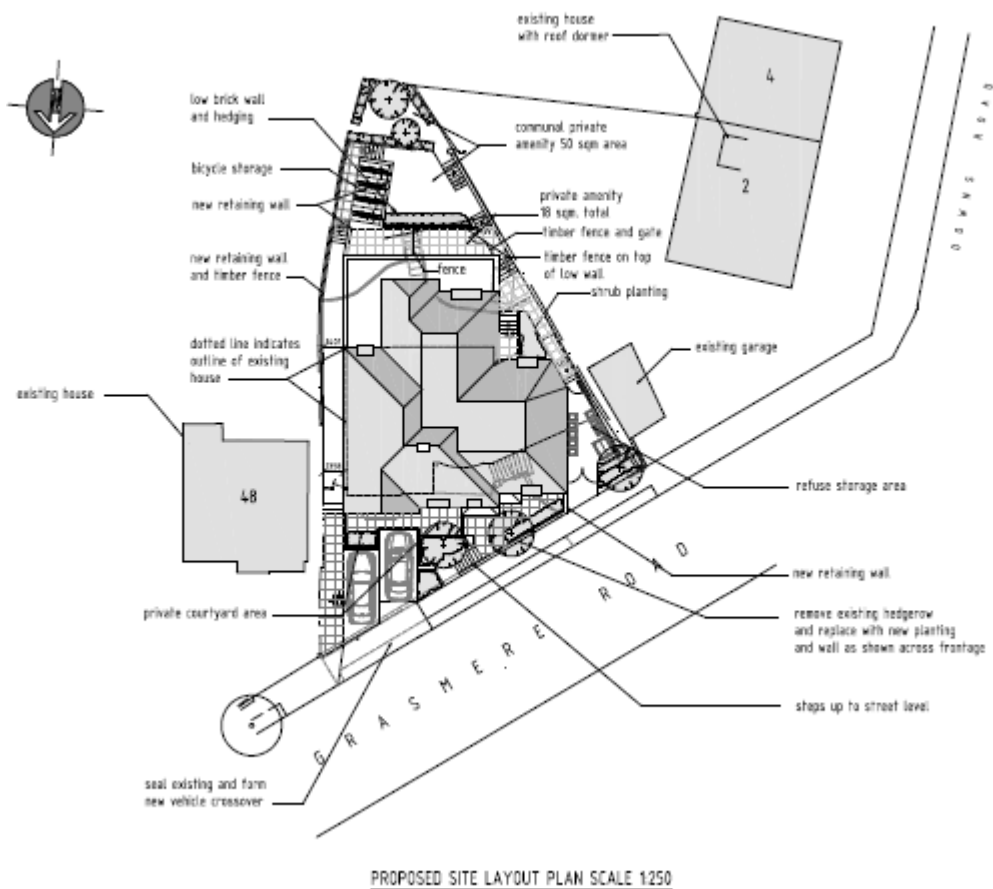


Image 2 - Proposed Site Layout Plan

- 8.14 The proposed front garden design has an appropriate green appearance through the provision of planters, hedging and trees, which would help to blend the development into the suburban character of the street. The refuse store would be discreetly and neatly located down a side passage and obscured from public view by fencing. The design of the cycle store is acceptable given that it would not be widely from public viewpoints. The proposed traditional design of the building would respect features and detailing common to neighbouring properties. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.
- 8.15 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.
- 8.16 The application site falls within a Tier II level of Archaeological Priority Area. The application has been referred to Greater London Archaeological Advisory Service, Historic England, who have confirmed that there is unlikely to be any potential for archaeological remains to be found on this site. No further assessment or conditions as such are required.

Impact of the development on neighbouring properties' living conditions.

- 8.17 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions. On the flank elevation of the adjoining property no.48, there is a glass door at ground floor level and a small window at first floor level. The window at first floor level appears to serve a bathroom, which is not classed as a habitable room. The glass door at ground floor level serves a habitable room, but is a secondary opening with this room still receiving good levels of light and outlook from the main window on the rear elevation of the property.



Image 3 - Photo of side elevation from rear of 48A (left) and no.48 (right).

- 8.18 The impact of the development on the rear windows of no.48 in terms of light and outlook is acceptable with the development projecting no further rearward at the boundary than the existing property at upper ground floor level and above, and due to the more sympathetic hipped roof form of the development compared to the bulkier gable end roof form that the existing property has.

8.19 2 Downs Road's light and outlook would not be significantly harmed by the proposed development due to the 10m separation distance between the development and no. 2's windows, as well as the direction that no.2's windows face relative to the proposed development. Properties' windows on the opposite side of Grasmere Road light and outlook would not be significantly impacted due to the separation distance of over 20m.



Image 4 – Photo from street 48A (left) and 2 Downs Road (right)

8.20 The proposed development would not result in unacceptable overshadowing of neighbouring properties' garden due to the orientation of the site as well as the staggered massing of the development away from the boundaries.

8.21 The proposed development would not cause significant harm to neighbouring properties' privacy. The properties windows on the opposite side of Grasmere are located over 20m away from the proposed development, and as such would not have their privacy unacceptably harmed. Rear windows, Juliet balconies and the proposed first floor terrace would face over the rear parts of neighbouring gardens, rather than directly into neighbouring properties windows. Views experienced of neighbours gardens would not cause significant harm to neighbouring privacy given they are already to some extent overlooked by the existing property, as well as other neighbouring properties. Use of the garden area by residents would not cause significant harm to neighbouring properties' privacy. A condition is recommended requiring the windows located on the eastern flank wall of the development at upper ground floor level and above to be obscurely glazed and non-opening up to a height of 1.7m from the finished floor level.

8.22 The proposed intensification of the use of the site would not be sufficient to create significant levels of noise disturbance to justify refusal of planning permission. The proposed first floor terrace would also not generate significant level of noise disturbance given its association with a residential property and small size.

Impact of the development on parking and the highway.

- 8.23 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per unit.
- 8.24 The proposed development would provide two car parking spaces for the seven units. The applicant has submitted a Transport Technical Note produced by Markides Associates. This parking survey using census data for the Purley Ward estimates that the development would generate the need for five car parking spaces. In officer's view, the scheme is likely to generate a need for six car parking spaces. The difference is caused by the fact that one more three bed units is being proposed as part of revisions than what was considered in the submitted transport note. The development is therefore estimated to result in the displacement of four cars into on street car parking spaces.
- 8.25 The applicant has submitted a parking study that measures car parking capacity in Grasmere Road, Downs Road and part of Riddlesdown Road. In line with the Lambeth Methodology this was carried out on two consecutive weekdays nights, on Wednesday 31st January and Thursday 1st February 2018. The survey is carried out on weekday nights as this is when residential parking demand is generally the highest. Of the 122 on-street parking spots identified within the survey area, only 44% to 47% were shown to be occupied. Parking stress is generally deemed as high when there is an 85% saturation. There is therefore significant on-street parking capacity on surrounding roads to absorb any parking demand as a result of the development, including when taking into account the potential parking impact of other developments approved and/or under construction in the local area. Given the amount of parking space availability on surrounding streets, there is insufficient evidence to suggest that residents from the development would park dangerously and therefore have a detrimental impact on highway or pedestrian safety. The development given the small number of units created, would not cause significant levels of traffic. Given the small number of cars associated with the development, the proposal would not have significant impact on emergency vehicle access or bin collection. There are sufficient number of spots along the road, both in terms of empty car parking spaces and crossover areas where cars tend not to park across, for cars and other vehicles to be able to pass each other safely.
- 8.26 The existing property has a dropped kerb on the western side of the property. The dropped kerb would be removed, and the pavement/kerb reinstated. A new dropped kerb would be created on the eastern side. In terms of parking layout, the two car parking spaces would largely replicate the existing arrangement, with cars likely to leave the parking spaces in a rear gear. Whilst this is not ideal, given this already happens on this site, as well as at neighbouring properties, this arrangement is acceptable.
- 8.27 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.

8.28 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 9 cycle parking spaces would need to be provided. Submitted drawings shows a cycle store with a capacity of 8 cycle parking spaces. A condition is recommended to secure an additional cycle space. There is a clear route from the cycle store to the road.

Impact of the development on trees.

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

Impact of the development on flooding,

8.30 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at very low risk (less than 1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 100 years from surface water flooding on 1 in 100 year basis). The applicant has submitted a flood risk assessment (FRA) that appropriately identifies the extent of risk and a planning condition is suggested, which secures a Sustainable Urban Drainage System (SUDS). A further planning condition is recommended to help ensure efficient water use.

Other Planning Issues

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

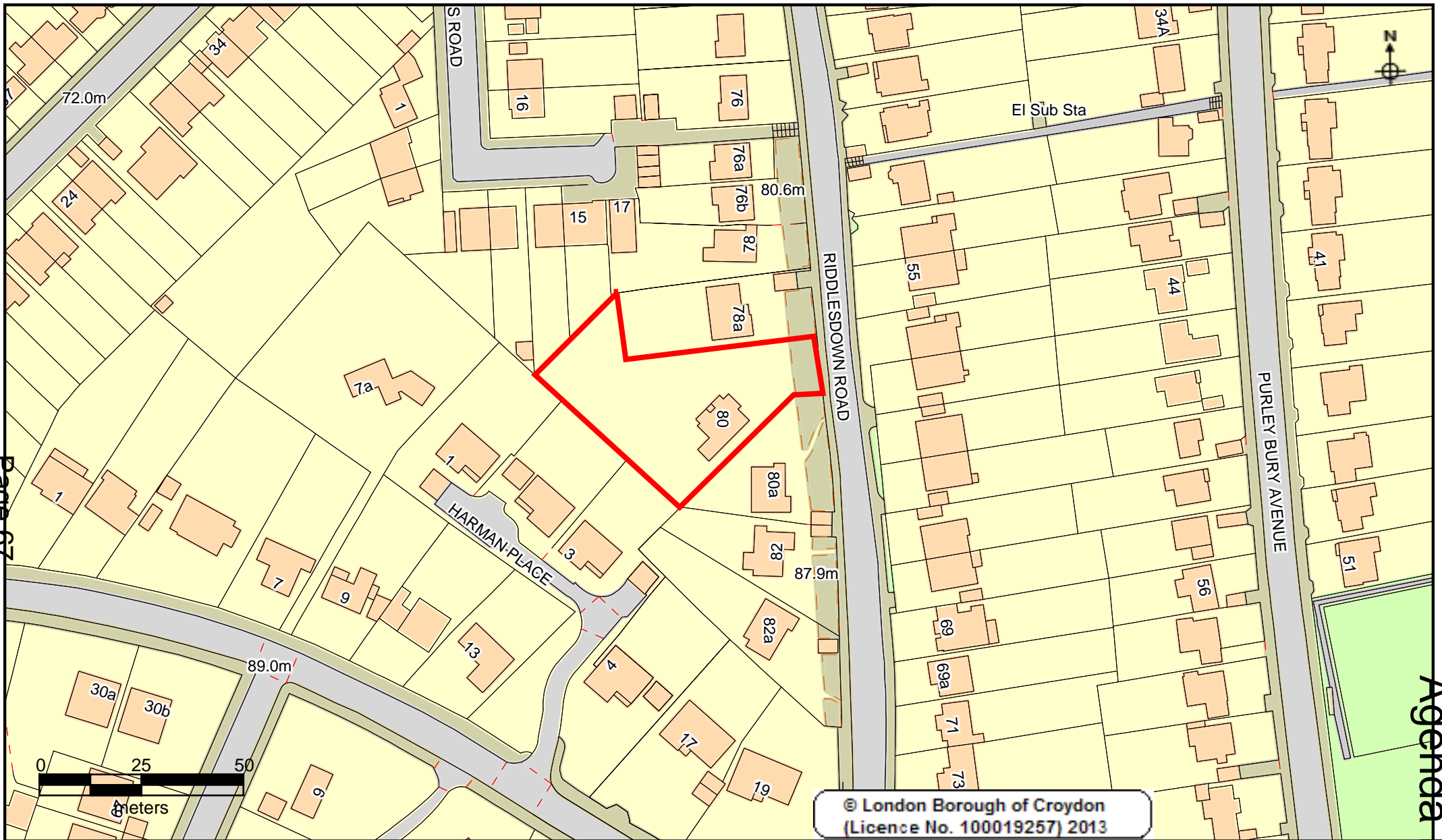
8.32 A bin store area is proposed to the side of the property. The bin store contains 1100L recycling bin, seven 120 litre general waste bins and one 140L food waste bin. The size of the bin store is appropriate. A condition is recommended requiring this bin store to be provided prior to occupation.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

8.33 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.

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 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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PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/00812/FUL
 Location: 80 Riddlesdown Road, Purley CR8 1DB
 Ward: Purley Oaks and Riddlesdown
 Description: Demolition of existing building: erection of a three storey building comprising 6 x two bedroom, 2 x three bedroom and 1 x one bedroom flats: formation of associated vehicular access and provision of 9 parking spaces, cycle storage and refuse store.
 Drawing Nos: BX30-S1-101; BX30-S1-102; BX30-S1-107; BX30-S1-109; BX30-S1-110 uploaded on 16th February 2018 and BX30-S1-103A; BX30-S1-104B; BX30-S1-105B; BX30-S1-106A; BX30-S1-108A and BX30-S1-112A uploaded on the 25th September 2018.
 Applicant: Mr Haris Constanti (Aventier Ltd)
 Agent: N/A
 Case Officer: Robert Naylor

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

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
7 (including one disabled space)	18

1.1 This application is being reported to committee because the Chair of committee and the ward councillors (Cllr Simon Brew and Cllr Simon Hoar) have made representation in accordance with the Committee Consideration Criteria and requested committee consideration. Furthermore, objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials to be submitted
- 3. Details of Cycles/Boundary/Electric vehicle charging point to be submitted
- 4. Car parking to be provided in accordance with details to be agreed
- 5. No additional windows in the flank elevations
- 6. Hard and soft landscaping to be submitted

7. 19% Carbon reduction
8. 110litre Water usage
9. Permeable forecourt material
10. Trees - Accordance with the Arb Report
11. Tree Protection Plan
12. Inclusive access ground floor
13. Visibility Splays
14. Construction Logistics Plan to be submitted
15. In accordance with details of FRA
16. Protection of Archaeological Interest
17. Time limit of 3 years
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) Archaeological informative
- 5) 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 including roofspace accommodation
- Provision of 1 x one bedroom flat; 6 x two bedroom flats and 2 x three bedroom flats accessed via Riddlesdown Road.
- Provision of 9 off-street spaces with associated access via Riddlesdown Road
- Provision associated refuse/cycle stores



Figure 1: CGI image of the proposed development

- 3.2 The scheme has been amended during the application process with the Design Access and Transport Statement being updated and amended.

Site and Surroundings

- 3.3 The site is a large detached property located on the western side of Riddlesdown Road located within a uniquely shaped plot with the rear of the properties in Harman Place adjoining the site to the rear on the western boundary and the rear of the properties in Downs Road adjoining the site along the northern boundary.



Figure 2: Aerial street view highlighting the proposed site within the surrounding streetscene

- 3.4 The topography of the site is undulating with the property located at the top of a steep driveway and the rear garden set up significantly higher at the rear than at the front of the property.
- 3.5 The surrounding area is residential with properties on fairly generous plot sizes. There is no distinct style in regard to the properties along Riddlesdown Road, however the majority of properties along this section are single family dwellinghouses, with a number of schemes of flats as noted in the Planning History below.

Planning History

- 3.6 In terms of recent planning history the following applications are relevant:
- Planning permission (Ref: 01/03334/P) was granted in March 2002 for the retention of vehicular access and provision of hardstanding.
 - Planning permission (Ref: 00/01622/P) was refused in August 2000 for the erection of detached three bedroom bungalow and detached garage; alterations to form shared vehicular access. The reason for refusal was that the development represented an overdevelopment of the site and would be out of character with the surrounding area by reason of its restricted plot size, poor residential environment and inadequate access arrangements resulting in the loss of a prominent raised landscaped area. The siting differs from the current scheme in that the development was located at the rear of the site adjoining the western boundary.
 - Planning permission (Ref: 86/02050/P) was granted in September 1986 Erection of detached double garage and formation of accessway.
 - Planning permission (Ref: 85/02346/P) planning permission was granted for the erection of detached house and new double garage in November 1985.
 - Planning permission (Ref: 84/00617/P) was approved in June 1984 for the erection of a detached double garage at the site.
- 3.7 Members will be aware that there are have been similar schemes from the same applicant submitted and approved at 96a and 122 Riddlesdown Road, which have been demolished, and building works are due to commence.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant

- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions

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 21 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, Chris Philp MP, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 175 Objecting: 172 Supporting: 1 Comment: 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:

Objections

- Overdevelopment of the site due to its size, height, density, bulk and massing.
- Over-intensification of the out of character with the local area
- Density is out of character with nearby properties in the immediate vicinity
- Loss of garden space; vegetation and natural habitat
- Detrimental to the amenity of the residents of neighbouring properties due to overshadowing, overlooking and loss of privacy
- Impact on highway safety
- Lack of parking
- Impacts on flooding
- Impact of noise and disturbance
- Impact on the local wildlife
- Dangerous sloped access impacts on visibility
- No affordable housing [OFFICER COMMENT: The scheme is for 9 dwellings which is below the 10 unit threshold that would trigger an affordable housing contribution]
- Violation of Human Rights [OFFICER COMMENTS: Article 8 rights are a material planning consideration and have to be balanced against all other material considerations. Case law has highlighted that the planning system is an appropriate forum for householders within which they have rights to make representations to the LPA, and that real evidence is required that a development would harm private and family life.]
- Drawings are misleading and erroneous details [OFFICER COMMENT: The applicant has made a number of amendments to correct drafting errors and errors that have been highlighted throughout the application and officers are satisfied that the information received is adequate to enable the application to be considered or determined]
- Street perspective not correct following third party calculations [OFFICER COMMENT: The street perspective drawing has been created using Autodesk a

Building Information Modelling (BIM) system that is widely used by architects. The calculations have been taken from an alternative position and at a different head height, with the applicant's perspective taken from a greater distance and with another head height.]

6.3 The following procedural or non-material issues were raised in representations and are addressed below:

- Restrictive covenants [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]
- Developer selling on sites for profit [OFFICER COMMENTS: This is not a material planning consideration and the Local Planning Authority (LPA) cannot control how a developer chooses to progress and finance sites.]

6.4 The following Councillors made representations:

- Cllr Simon Brew (Purley and Woodcote Ward Councillor) – NB: Made representations prior to the ward boundary changes.
- Cllr Simon Hoar (Purley Oaks and Riddlesdown Councillor)
 1. Factual flaws, omissions & spelling mistakes in the documentation
 2. Overdevelopment of the site
 3. Overlooking and loss of privacy harmful to the neighbouring amenities
 4. Steepness of the slope inadequate for visibility splays
- Cllr Paul Scott (Committee Chair)
 1. Potential to meet housing need through the provision of new homes in response to NPPF and London Plan housing targets
 2. Massing and design of the proposed building in relation to the character of the area.
 3. Impact on the amenities of 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 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;

- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM42 – Purley

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development

2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Trees and landscaping
8. Archaeological Priority Zones
9. Other matters

Principle of Development

- 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.
- 8.3 The application is for a flatted development providing additional high quality homes within the borough, which the Council is seeking to promote, and also provides 2 three bedroom family units, which the borough has an identified shortage of. The existing building is not protected by policies to retain small family dwellings and family accommodation is proposed. 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.

Townscape and Visual Impact

- 8.4 There are a variety of house types and styles in the vicinity, including various bungalows, semi-detached and detached two storey properties with accommodation in the roofspace. Of note are two similar 9 unit schemes in Riddlesdown Road at numbers 96a and 122 where building works are due to commence. The Character Appraisal indicates that the area is made up of mainly detached houses on relatively large plots with similar relationship to each other and the street. There are minimal front boundaries which allow gardens to contribute to a generally green environment, although there are private driveways leading to a detached or integral garage and parking areas mean that on street parking is less of a problem than other housing types.
- 8.5 The application site occupies an unusually shaped plot, and the existing property is set significantly back from the street frontage and offset from the prevailing streetscene. The proposal seeks to utilise the existing orientations within the existing plot with the proposal extending the existing footprint and building lines of the current property, and thus set back from the street scene. Despite the setback the site is read from the street view taken along Riddlesdown Road and so is appropriate in relation to its appearance in the streetscene and surrounding area
- 8.6 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a three storey building to be located at the site. The existing property is approximately 8.70m in height and the proposal would be approximately 10.0m which represents an increase in the height in comparison to the surrounding area. The development seeks to accommodate a third storey partially contained within

the roof space to ensure the characteristic scale of the adjoining buildings and those along the street are maintained.

- 8.7 The scheme responds to surrounding roof forms and a second gabled end set at 90 degrees is introduced which creates visual interest. The L-shaped design is a significant increase in terms of scale and mass from the existing unit, however given the setback, the angle of the property site and the generous and somewhat unique nature of the plot size the position and scale of massing on the site sits comfortably on the plot. As such in terms of character and appearance the property would read more as a large detached house rather than a “block of flats” and would not appear out of keeping in the surrounding area.



Figure 3: Existing and proposed footprints and layouts (Not to a scale)

- 8.8 The design of the building has taken traditional elements from the surrounding area and incorporated them into the current scheme as a more modern interpretation. Whilst the proposal would be higher than the immediately neighbouring properties, the additional height would not dominate those adjoining properties. The design, scale and massing of the proposal positively responds to the character and appearance of the area, and would provide a building which would change and intensify the area but enhance the current appearance of the application site.
- 8.9 The setting ensures that the development does not appear overly cramped in its plot. Given the overall scale of the development and amount of existing hardstanding, the proposed extent would not be excessive. The site offers sufficient opportunities for soft landscaping to the rear and there are opportunities for planting on the Riddlesdown Road frontage. Conditions are recommended to carefully control the appearance of retaining walls from the front.



Figure 4: Existing and proposed street scene (Not to a scale)

8.10 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1b and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) the proposal would be within this range at 168 hr/ha.

8.11 Representations have been made in respect to the scheme and whether the development constitutes “regeneration” as per the definitions contained in the Croydon plan, which state that “regeneration” is the *“replacement of the existing buildings (including the replacement of detached or semi-detached houses with flats) with a development that increases the density and massing, within the broad parameters of the existing local character reflected in the form of buildings and street scene in particular.”* Table 6.5 highlights the range of local character types where “regeneration” would be acceptable and this includes “Detached Houses on Relatively Large Plots”, which the existing property would be classed as.

8.12 Furthermore the Croydon plan indicates that the level of growth depends on existing local character. The capacity for natural evolution is dependent upon the local character typology, with the objective of the evolution of local character to achieve an intensification of use without major impacts on local character. Nevertheless each character type has capacity for growth. A sensitively designed three-storey scheme is considered to provide a more intensive use of the site in accordance with policy DM10.1 and is appropriate.

8.13 The scale and massing of the new build will respects the pattern and rhythm of neighbouring area, and would result in a high quality design. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

8.14 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards NDSS, and are acceptable.

8.15 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All the units have access to private amenity space in excess of minimum standards, and there is a significant amount of space proposed as communal gardens at the rear of the site. This could accommodate child play space (which can be conditioned).

8.16 In terms of accessibility, level access would be provided from the front door to the three ground floor units (which include the 2 x three bed the family units). London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint to provide the required accommodation, it is considered that one of the ground floor units should be M4(3) adaptable and the other two should be M4(2), this can be secured by condition. A disabled space is proposed for the parking area. Due to the levels of the site, level access is proposed from the carparking area but the pedestrian access to this area would be at approximately the existing access gradient. Consideration has been given to incorporating a pedestrian access ramp or changing the levels of the access, but this would have a significant impact on the streetscene, with the front area being dominated by the ramp, at the expense of landscaping and vehicular manoeuvring room. Local Plan policies require schemes to work sensitively with the current topography of a site. On balance, given the existing access arrangements, the number of units proposed and that level access from the hardstanding/car parking to the entrance to the building is proposed, this element of the scheme is considered acceptable. The vehicular access to the site is considered below.

Residential Amenity for Neighbours

8.17 There are a number of properties that adjoin the site which include 78A Riddlesdown Road to the north of the site; 80A Riddlesdown Road to the south of the site; the rear of 1-3 Harman Place to the southwest; the rear of properties in Downs Road, as highlighted in the figure below:



Figure 5: Ground floor plan highlighting the relationship with the adjoining occupiers. (Not to a scale)

78A Riddlesdown Road

8.18 The proposal would be located closer to the boundary with the property at 78A Riddlesdown Road beyond the rear building line, providing a deeper, taller and wider development than the existing property at the site. Despite projecting beyond a rear building line the development has been offset at an angle and this would be located behind a 45 degree angle, as such the scheme would pass the 45 degree BRE test for loss of light to the rear elevation windows. As such this would provide any significant loss of existing sunlight or daylight levels of adjoining occupiers. Given the set back and the angle of the scheme the flank wall has been designed to minimise visual intrusion from neighbouring property.



Figure 6: Existing and proposed relationship with 78A Riddlesdown Road

8.19 The scheme has been amended to remove the front balconies at the first and roof levels serving units 6 and 8 in order to minimise overlooking experienced at this property, however the projecting gabled bay is retained to further minimise any overlooking from the proposed windows. There are upper floor windows on the flank elevation of the proposal however they are angled away from the host property at 78A. Whilst there would be a degree of overlooking to the rear of the garden as a consequence of the side fenestration, this is not uncommon in a suburban location and is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

80A Riddlesdown Road

8.20 The existing property is located approximately 3m from the boundary with 80A Riddlesdown Road and the proposal seeks to replicate that arrangement, with the proposal set along a similar building line. It is noted that the height of the proposal would be increased from the existing, however there are no flank windows at 80A that would be impacted through loss of light or visual impact.

8.21 The main effect would be experienced on the windows at the rear of the site. A daylight and sunlight diagram has been produced that demonstrates the impact of the development on the nearest residential properties including 80A Riddlesdown Road. Given the orientation of the scheme to the north-west of 80A and that that property would retain good outlook and light in a south-westerly direction and that there is a large tree between the properties that is to be retained, the proposed development would have only a minor to negligible impact on daylight and sunlight of the surrounding

properties with windows and open spaces of neighbouring properties being unaffected or only marginally affected.

8.22 As stated above there are no upper floor flank windows at the adjoining property, and the proposal would have no upper floor windows in this elevation to mitigate actual or perceived levels of overlooking and loss of privacy. This would be an improvement on the existing position which has a number of upper floor windows fronting this elevation (as shown below):



Figure 7: Existing flank elevation and proposed flank elevation

8.23 It is acknowledged that the proposal would impact on this property but on balance, given the orientation, removal of existing windows, siting of existing building and landscaping treatment and use of landscaping conditions, the proposal is considered acceptable.

1-3 Harman Place

8.24 The separation between these properties and the proposal is in excess of 20m and there is a significant landscaped boundary (See figure below) located between these properties which will be retained and enhanced and can be secured by condition, this relationship is acceptable.

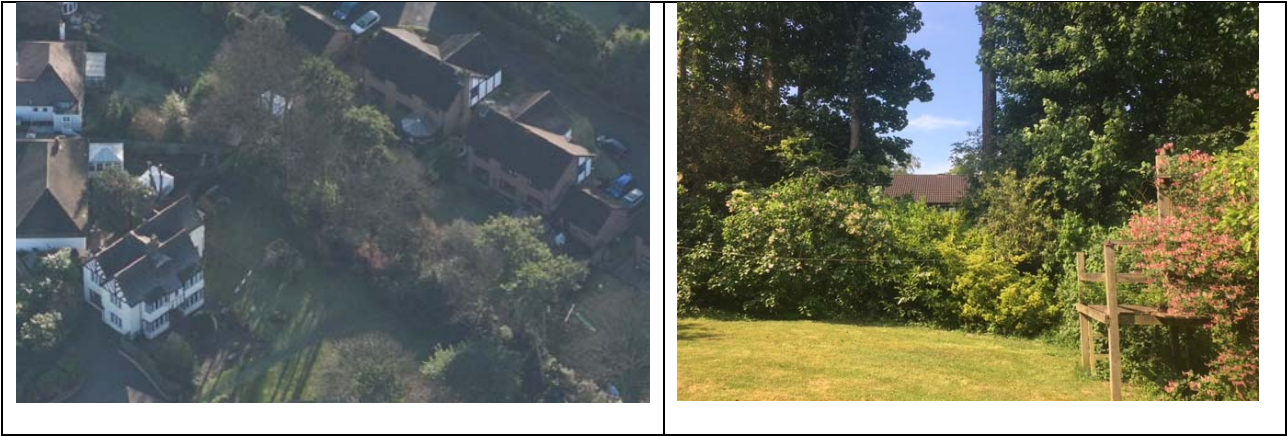


Figure 8: Boundary between site and Harman Place

Properties in Downs Road

8.25 There are windows in the upper floors of the existing house to be demolished that face the property, however it is acknowledged that the proposed scheme would have upper floor windows that are closer to the dwellings in Downs Road, albeit at an acute angle. Furthermore the separation between the properties in excess of 30m and there is significant landscaped boundary located between the application site and these properties which is to be retained and enhanced to ensure this relationship is acceptable.



Figure 9: Boundary between site proposal and Downs Road

8.26 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

Access and Parking

8.30 The site is located within a PTAL of 1b which is poor. 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. 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.

- 8.31 There are a number of representation that refer to the parking provision and highway safety at the site. In respect to highways safety, the scheme provides 9 off-street parking spaces these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions. Despite anecdotal representations that there have been numerous accidents in the area, the road accident statistics indicate that since 2001 there have been nine road accents within a 200m radius of the site, with only four minor accidents on Riddlesdown Road itself. Given the proposal utilises the existing entrance, the network and transport impacts associated with the developments on traffic and transport would be negligible and it is unlikely to have a significant impact on highway safety.
- 8.32 The scheme provides 9 off-street parking spaces which would equate to a 1:1 provision in respect to the units proposed at the site. There is a large existing area of hardstanding on the frontage, and the proposal would have additional spaces, whilst allowing for some planting which can be secured through a condition. The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable subject to a condition providing the suitable visibility splays and as such would not harm the safety and efficiency of the highway network.
- 8.33 Furthermore, there is currently unrestricted on-street parking provision at the site, given that the site is located within a suburban residential area. The applicants have undertaken a parking stress survey which has used the Lambeth methodology, which highlighted that many dwellings enjoying large driveways with plenty of secure off road parking, thus reducing the demand for on-street parking. The parking survey indicates that the stress occupancy over the surveyed days ranged from 21% -25% respectively, which indicates that there would be sufficient on-street capacity to accommodate any potential overspill. A number of other flatted schemes have been approved which could make use of on-street parking. Even taking this in to account, it is considered that parking stress would be low to moderate.
- 8.34 The existing access to the site is via a steep vehicular slope into the site which was approved as part of a planning application in 2002. This existing situation is a material consideration but given the increase in units at the site it is considered reasonable that the gradient of the access is improved to meet Highways requirements. This is likely to be achieved through levelling out the slope of the carparking area and access ramp at the front of the site. A condition is recommended to secure full details of these works.
- 8.35 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 18 spaces) as these are located within the footprint of the building and are therefore secure and undercover. However, consideration should be given to a more conventional layout with separate stands as it is sometimes difficult for wall stands to be used, as such further details will need to be secured by way of a condition.
- 8.36 Concerns have also been expressed in regard to the amount and type of excavation required at the site and further details are required as part of a construction method statement. A Demolition/Construction Logistic Plan (including a Construction

Management Plan) will be needed before commencement of work and this could be secured through a condition.

Environment, flooding and sustainability

- 8.37 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.38 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. 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.
- 8.39 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.

Trees and landscaping

- 8.40 There are no trees on site subject to a tree preservation order. However there are protected trees situated at the rear of numbers 1, 2 & 3 Harman Place which adjoin the site along the rear south western Boundary. The trees are subject to 2 x TPO's referenced as; 76, 2008 & 23, 1973.
- 8.41 The applicants have submitted an Arboriculture Report and Impact Assessment which highlights that only three small category C trees and shrubs will be removed from the site, with the majority of the trees at the rear being retained to provide screening and also to mitigate impacts on the character. The landscaping scheme highlights that the proposal will provide a number of new trees along with shrubs and hedging will provide mitigation planting at the site. There are no arboriculture objections to the proposed development. However the applicant will need to submit a tree protection plan to ensure that the neighbouring trees be protected from harm during all phases of development. This has been conditioned.
- 8.42 The application site is not near an area of special scientific interest or a site of nature conservation value. During the officer's site visit, there is no evidence to suggest that any protected species are on site. With regard to additional wildlife concerns, 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.

Archaeological Priority Zones

8.43 The application site lies in an area of archaeological interest. The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter, and have been consulted as part of the application.

8.44 GLAAS have indicated that the appraisal of this application using the Greater London Historic Environment Record and information submitted indicates the need for field evaluation to determine appropriate mitigation. In this case, GLAAS have indicated that given the nature of the development, the archaeological interest and/or practical constraints are such that a condition could provide an acceptable safeguard. A condition has been attached requiring a two stage process of archaeological investigation comprising, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Other matters

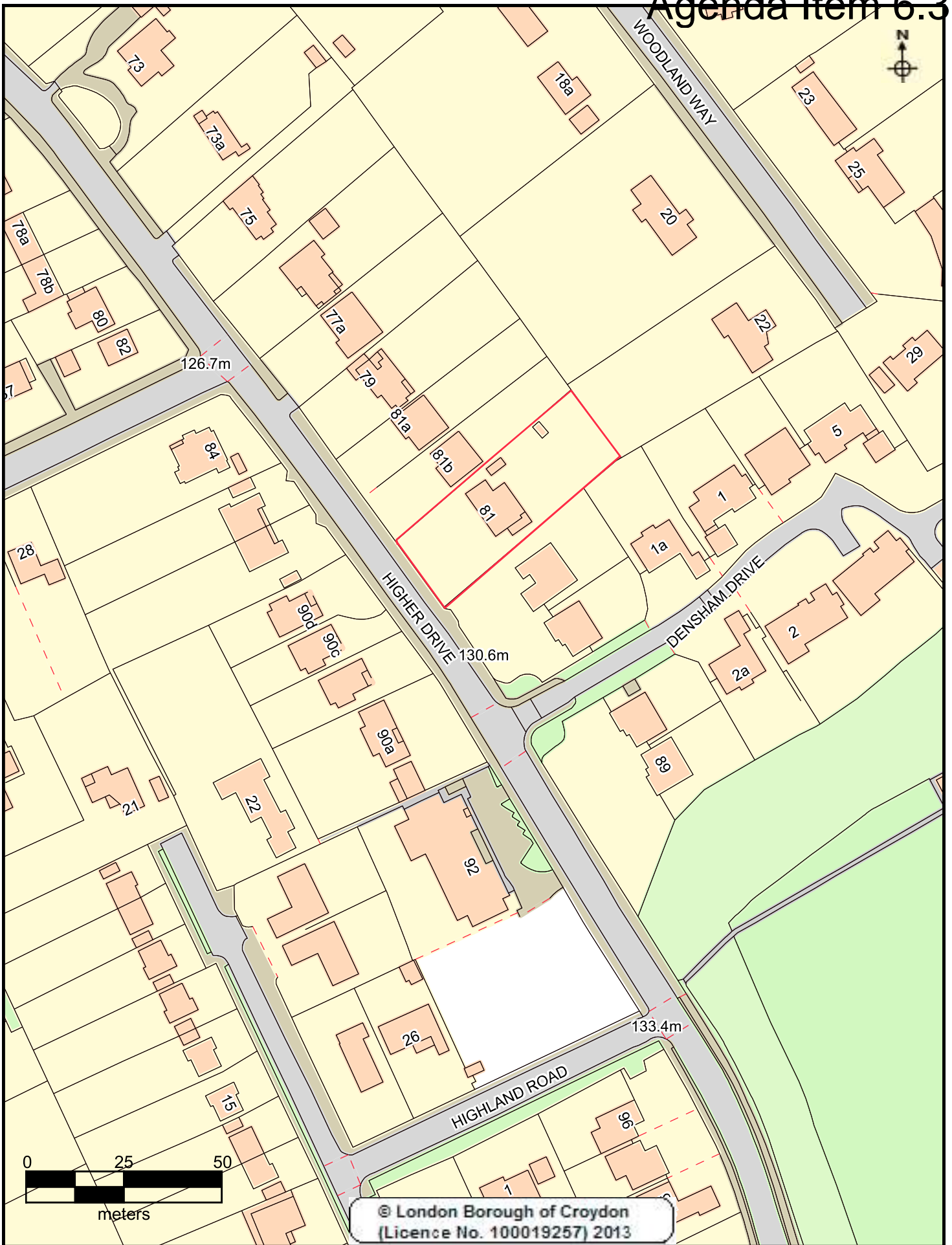
8.45 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

8.46 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.

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

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PART 6: Planning Applications for Decision

Item 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/03241/FUL
 Location: 81 Higher Drive, Purley, CR8 2HN
 Ward: Purley and Woodcote
 Description: Demolition of the existing dwelling. Erection of a three storey building comprising 2 three bedroom and 7 two bedroom flats. Formation of vehicular access and provision of associated parking, cycle storage and refuse store.
 Drawing Nos: CX02-S1-101; CX02-S1-102; CX02-S1-103D; CX02-S1-104D; CX02-S1-105C; CX02-S1-106D; CX02-S1-108; CX02-S1-109; CX02-S1-110C; CX02-S1-111; CX02-S1-112; Surface Water and SuDS Assessment; Arboriculture Report and Impact Assessment prepared by Crown Consultants dated 26th June 2018
 Applicant: Mr Haris Constanti (Aventier Ltd)
 Agent: N/A
 Case Officer: Robert Naylor

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	0	6 (3 person) 1 (4 person)	2 (4 person)	0
Total	0	0	8	1	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
9 (including one disabled space)	18

1.1 This application is being reported to committee because the ward councillor Councillor Steve O’Connell has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials and detailed drawings to be submitted, including window reveal minimum 100mm

3. Details of Refuse/Cycles/Boundary/Electric vehicle charging point/ child play space to be submitted
4. Hard and soft landscaping including garden and path lighting to be submitted
5. Construction Logistics Plan to be submitted
6. Ecological survey provided
7. Car parking provided as specified
8. No additional windows in the flank elevations
9. Side windows obscured glazed
10. 19% Carbon reduction
11. 110 litre Water usage
12. Permeable forecourt material
13. Trees - Accordance with the Arb Report
14. Inclusive access ground floor
15. Visibility Splays
16. In accordance with details of FRA
17. Time limit of 3 years
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) 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 two storey building with accommodation in roofspace
- Provision of 8 x two bedroom flats and 1 x three bedroom flat fronting Higher Drive.
- Provision of 9 off-street car parking spaces (including 1 disabled bay) with associated access Higher Road
- Provision associated refuse/cycle stores

3.2 The scheme has been amended during the application process, including amendments to the internal layout of the scheme, elevational detail alterations to the rear elevation, as well as a minor extension to the rear balconies of 12cm. Bed 02 in Unit 2 and Unit 7 have been widened, and Bed 02 in Unit 5 has been shown as a double bedroom in order to improve the quality of the internal accommodation. Furthermore, the usable width of the balconies has been increased to 1.5 metres which has resulted in a 12cm increase to the depth of the building. In relation to the rear elevation, the finial has been removed, a single soldier course introduced to the top of the balcony balustrade and altered brick and miss brickwork design. The Design Access and Access report has also been updated and amended. It was not considered necessary to reconsult the neighbours as the amendments were considered to be minor and did not materially alter the originally consulted scheme.

Site and Surroundings

- 3.3 The application site is located on the north side of Higher Drive, close to the junction with Densham Drive. It is currently occupied by a fairly large two-storey detached single family dwelling house and associated outbuildings.



Fig 1: Aerial street view highlighting the proposed site within the surrounding streetscene

- 3.4 The site is located in a predominately residential area and occupies a fairly generous plot. The surrounding area is a mixture of a number of differing units including 2-storey and 3-storey units, including some flatted development, including a recently approved scheme at 76 Higher Drive which is close to the application site. The site adjoins a surface water flood risk area.

Planning History

- 3.5 Planning history of the site is detailed as follows:

- 03/03731/P - Planning permission was granted on the 17th December 2003 for the retention of boundary wall
- 11/01410/P - Planning permission was granted on the 5th August 2011 for the retention of detached building at rear
- 11/1617/P - Planning permission was granted on the 29th July 2011 for the erection of single storey front extension
- 11/02257/P - Planning permission was granted on the 18th November 2011 for the retention of single storey side/rear extension
- 12/02215/P - Planning permission was granted on the 28th July 2012 for the erection of a single storey side extension
- 16/001649/P – Planning permission was refused on the 6th June 2016 for the demolition of side extension; erection of two storey/first floor front/side and single storey rear extensions; subdivision to form 2 four bedroom houses and provision of associated parking. The reasons for the refusal were the scheme would detract from

the appearance of the building and would be detrimental to the amenities of the street scene by reason of dominance, siting and design; and the rear extension would be detrimental to the residential amenities of future occupiers by reason of its size and siting resulting in visual intrusion.

- 16/04376/FUL – Planning permission was refused in November 2017 for the erection of single/two storey front/side/rear side extensions to include an annex. The reason for the refusal was the scheme would detract from the appearance of the building and would be detrimental to the amenities of the street scene by reason of dominance, siting and design.

3.6 Of relevance to this application is a scheme at 76 Higher Drive by a different developer that was granted planning permission by the Planning Committee for the demolition of the existing house and erection of two/three storey building with accommodation in roof space comprising 6 two bedroom, 2 three bedroom and 1 one bedroom flats, and formation of vehicular access and provision of associated parking (Ref: 17/01641/FUL).

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions

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 13 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, Steve O’Connell MP, local groups including Foxley Residents Association, etc in response to notification and publicity of the application are as follows:

No of individual responses: 32 Objecting: 32 Supporting: 0 Comment: 0

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

Objections

- Not in keeping with the surrounding area and sets a precedent for further development
- Large building footprint, density and layout
- Over development
- Over bearing scale – three storeys is too high
- Design, appearance and materials
- Building is positioned too close to the road
- Impact on nearby conservation area
- Loss of privacy, light and overlooking issues
- Increased noise, disturbance and smell
- Location of the bin store and associated smells to neighbouring property
- Noise and dust pollution, and general disruption from construction works
- Extent of paving/ car parking within the front forecourt
- Inability to park within the parking spaces
- Inadequate parking provision, including visitor parking
- On-street parking will compromise safety of Higher Drive, including obscuring the junction with Densham Drive
- PTAL is not accurate for the site/ surrounding area
- Visibility of vehicles entering/ exiting the site
- Tree removal and landscaping works
- Impact on wildlife and their natural habitats
- Environmental impacts
- Use of hazardous materials [OFFICER COMMENT: Officers are not aware of any hazardous materials which are proposed to be used in the scheme. Structural works and materials will be subject to building control, and details of external finishes and materials are required by condition.]
- No provision or contribution to affordable housing [OFFICER COMMENT: The scheme is for 9 units which is under the affordable contribution threshold of 10 units]
- Pressure on surrounding infrastructure including schools and medical facilities

6.3 The following procedural or non-material issues were raised in representations and are addressed below:

- Increased number of neighbours to converge with if an issue were to arise
- Questioning the quality of the developers' previous developments.
- Increased pressure on surrounding drainage and sewage infrastructure
- Reduction in the surrounding property values.
- Consultation process is flawed [OFFICER COMMENTS: The application has been advertised and dealt with under the Statutory guidance]

6.4 The following Councillors made representations:

- Cllr Steve O'Connell (Kenley Ward Councillor) objecting:
 - Overdevelopment
 - Detrimental impact on trees
 - Low PTAL and insufficient parking

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in 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;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation

- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM40 – Kenley and Old Coulsdon

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

8.3 The application is for a flatted development providing additional high quality homes within the borough, which the Council is seeking to promote, and also provides two three-bedroom units and one larger two-bedroom four-person unit, which the borough has an identified shortage of. The existing building is not a small family dwelling which policy seeks to retain. 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.

Townscape and Visual Impact

8.4 The existing bungalow does not hold any significant architectural merit and therefore demolition is supported. There are a variety of house types and styles in the vicinity, including detached two storey and three storey properties including some flatted developments.

8.5 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a three storey building (2 storeys with the third storey located within the roof) to be located at the site. The proposed building is larger than the existing bungalow and maintains the stepped appearance between the two side adjoining properties. The scheme respects the scale and form of the existing two-

storey area and sensitively intensifies it in accordance with DM10.1 through the provision of a three storey building with accommodation in the roof. The asymmetric articulation of the form across the front elevation, including the deep eaves in the centre, is welcomed.

- 8.6 The design of the building incorporates a traditional styled appearance, albeit using more contemporary materials, consisting of two gables to the front elevation and pitched roof forms and appropriate materials (face brick including decorative brick courses, white upvc framed windows, interlocking double plain grey tiles and render which can be secured through a condition) with an adequate balance between brick and glazing and appropriate roof proportions.



Fig 2: CGI highlighting the view of the proposed development from the street

- 8.7 The application site has a generous rear garden which is not visible from the public highway. The boundary will continue to be landscaped which would be in keeping with the area. The front of the site is already given over to hardstanding and the proposal will increase the amount of soft landscaping to the front of the site, and indeed across the entirety of the site. The existing situation involves off street parking within the front forecourt and the proposal would retain this feature which is not uncommon in the surrounding area. The proposed new areas of soft landscaping at the ground floor and along the boundary of the site will to soften the appearance and this can be conditioned.
- 8.8 Representations have raised concern over the intensification of the site and overdevelopment. The site has a suburban setting with a PTAL rating of 1a and as such the London Plan indicates that the density level ranges for the site would be 150-200 habitable rooms per hectare (hr/ha). The density level of the proposal is 230hr/ha, which is slightly beyond the upper limit of the range. Notwithstanding this, the density of the proposed development is considered to be acceptable as the London Plan makes clear that density ranges should not be applied mechanistically and the proposed density is only slightly beyond the desired range. Furthermore, the site is considered capable of accommodating the scale of the proposed development, with

the proposed building sitting comfortably within the plot, without significantly adversely impacting the surroundings.

- 8.9 Representations have raised concern that the proposal would impact on the surrounding conservation area. It is not clear as to which conservation area the objector is referring to. There are no conservation areas within surrounding area. However, there is an area of nature conservation importance approximately 135 metres to the north-east of the site and 115m south-east of the site. This has been discussed further in the Environment and Sustainability section of this report.
- 8.10 Having considered all of the above, with the consideration of housing need in the area, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.11 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and are acceptable.
- 8.12 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All the units located on the ground floor have access to private amenity space in excess of minimum standards, and only two units on the upper floors do not benefit from private balconies. However, on balance this is considered acceptable as they are south-west facing units and there is a significant amount of space proposed as communal gardens at the rear of the site. This could accommodate child play space (which can be conditioned).
- 8.13 In terms of accessibility, level access would be provided from the front door to the three ground floor units (which includes the family unit). London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint to provide the required accommodation, it is considered that one of the ground floor units should be M4(3) adaptable and the other one should be M4(2), This can be secured by condition. A disabled space is proposed for the parking area.
- 8.14 The development is considered to result in a high quality development including a three bedroom family unit all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.15 The properties that have the potential to be most affected are the adjoining properties at 81b and 83 Higher Drive and property at the rear of the site, 22 Woodland Way.



Fig 3: Ground floor plan highlighting the relationship with the adjoining occupiers.

81B Higher Drive

- 8.16 The overall front building line of the proposal is set forward of the existing building line and that of 81B Higher Drive. However, the proposed front building line aligns with the wider predominate front building line of the properties on the north-eastern side of Higher Drive and given that the first floor protrudes a maximum 1.2 metres beyond the front building line of No. 81B, no overbearing or loss of light impacts is anticipated to the front of this neighbouring property.
- 8.17 The main increase in the overall footprint of the building is experienced at the rear of the site, with approximately 4m deeper than the existing property in parts and the height of the main building increasing by two storeys at the rear adjacent to the shared side boundary. The scheme would pass the 45 degree BRE test for loss of light to the rear elevation windows and this impact on 81B in terms of outlook is considered acceptable as the proposed building is setback approximately 3-3.7m from the shared boundary at the rearmost part. No. 81B is also located in excess of 0.5m from this boundary. There is a close board fence and proposed vegetation along this boundary which would help mitigate any issues of overlooking at ground floor level. Further details of planting and boundary treatment would be required by condition.
- 8.18 The neighbouring property also has a ground floor and first floor side facing window. The ground floor window serves a lounge but this currently looks out on to the side elevation of the existing building at close proximity. The proposal would be taller but moved off the boundary by just under 2m and so the overall impact on this window is considered acceptable. In regards to the first floor side facing window, this is obscurely glazed and has been confirmed as being a bathroom. As such, no adverse amenity impact is anticipated to this non-habitable room which already experiences restricted outlook and light from the obscured glazing.
- 8.19 There are a number of windows proposed on the first floor at the side, as well as a number of rooflights. The first floor side windows have a cill height of 1.8 metres and as the rooflights are high level so it is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. Nevertheless it is considered

prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

8.20 Whilst there would be a degree of overlooking as a consequence of the rear fenestration, this is not uncommon in a suburban location. 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.

83 Higher Drive

8.21 The neighbouring property at 83 Higher Drive comprises a single storey structure along the shared boundary and the two-storey component is setback approximately 10m from the shared boundary. There is an existing high level side boundary fence and no windows on the side 2-storey flank of this property.

8.22 The rear of the proposal would be approximately 2.6m deeper than the neighbouring property. Given the separation between the two properties, and that the rear protrusion is not excessive in visual terms despite the increase in the height and depth at the rear, this is considered acceptable.

8.23 In respect to loss of light, the extension would pass the 45 degree BRE test for loss of light to the rear elevation windows.

8.24 There are flank windows proposed on the first floor levels of the proposed development, as well as roof lights. The roof lights are located at a high level and therefore it is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. The upper floor flank windows also comprise a cill height of 1.8m which would reduce the potential for perceived and actual overlooking, however, it is still considered suitable to require these to be obscurely glazed.

8.25 There would be a degree of overlooking as a consequence of the rear fenestration and location of the balconies, however this is not uncommon in a suburban location. Given the design, layout and separation between these 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.

22 Woodland Way

8.26 Given the separation between this property and the proposal is in excess of 20m and the proposed landscaped boundary located between these properties which can be secured by condition, this relationship is acceptable.

8.27 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

Access and Parking

- 8.25 The site is located within a PTAL of 1a which is poor. 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. 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.
- 8.26 The scheme provides 9 off-street parking spaces in a parking area at the front of the site which would equate to a 1:1 provision in respect to the units proposed at the site. There is a large existing area of hardstanding on the frontage, and the proposal would provide a more formal layout and some planting which can be secured through a condition to retain the existing leafy character. The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable subject to a condition providing the suitable visibility splays and as such would not harm the safety and efficiency of the highway network.
- 8.27 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. The capacity of the cycle storage facilities would comply with the London Plan (which would require 18 spaces) and the store would be covered and provided within the front forecourt. However, consideration should be given to a more conventional layout with separate stands as it is sometimes difficult for wall stands to be used, as such further details will need to be secured by way of a condition. Furthermore, we would require further details of how the store will be secured, accessible and the proposed materials used.
- 8.28 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Environment and sustainability

- 8.29 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.31 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.

Trees and landscaping

- 8.32 There are no trees on site subject to a tree preservation order. The applicants have submitted an Arboriculture Report and Impact Assessment which highlights that two category C small trees will be removed from the front of the site along the south-eastern side boundary. Given that these trees are not protected, their proximity to the existing dwelling and their low quality and amenity value, officers have no objection to the loss

of these trees subject to planting mitigation. The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned.

8.33 There are seven trees within the curtilage of the adjacent property, No. 83 which are subject to Tree Preservation Orders. Two of these protected trees are within close proximity to the proposed bin store. The Arboriculture Report and Impact Assessment details that these trees will be protected and therefore the works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned.

8.34 The current landscaping plan highlights a number of shrubs to be planted at the rear and the front of the site. It is considered that the landscaping could be improved through a greater diversity of plant species, more appropriate species selection and introduction of low level plant beds instead of the compartmentalised hedging within the rear garden. As such a landscaping condition has been attached to ensure that the landscaping provided would provide suitable scheme at the site.

8.33 The application site is not near a Site of Special Scientific Interest but a Site of Nature Conservation Importance (SNCI) is located 75m from the site. The application site shares no direct physical relationship with this area and so the proposal would have no direct impact on the SNCI. Respondents have indicated that protected species are present at the rear of the site. The applicant has indicated that they have conducted a walkover survey and confirmed that there was no evidence of protected species present. Also during the officer's site visit, there is no evidence to suggest that any protected species are on site. Nevertheless, given the levels of concern it would be prudent to attach a condition requiring a stage 1 survey to be undertaken prior to commencement. This has been attached.

8.34 With regard to additional wildlife concerns, 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.

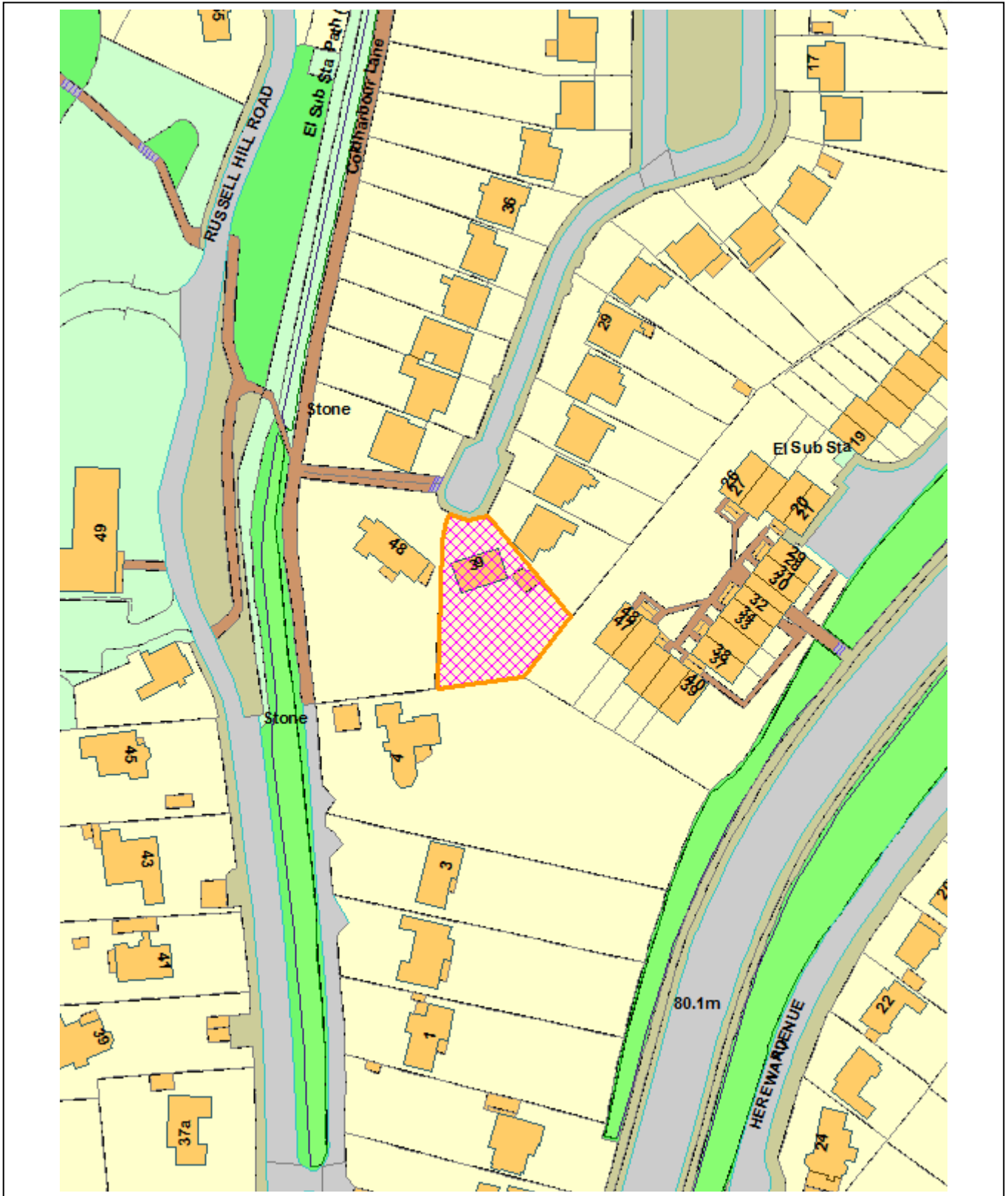
Other matters

8.37 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

8.38 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.

8.39 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 APPLICATION DETAILS

Ref: 18/03701/FUL
 Location: 39 Russell Green Close, Purley, CR8 2NS
 Ward: Purley and Woodcote
 Description: Demolition of existing dwelling and proposed erection of 2 storey building with lower ground floor and accommodation in roof to provide 9 flats (4 x 1 bed, 3 x 2 bed and 2 x 3 bed) with associated car parking and new crossover, amenity space, refuse and cycle stores.
 Drawing Nos: 24-P-1, 24-P-2, 24-P-3, 24-P-4 (dated 25/9/2018), 24-P-5, 24-P-6, 24-P-8, 24-P-9, 24-P-12, 24-P-13, Planning Design and Access Statement, Transport Technical Note, Preliminary Ecological Appraisal Survey (September 2018), Archaeological Desk Based Assessment (September 2018) and Floodsmart report (April 2018)
 Agent: Sterling Rose
 Case Officer: Georgina Galley

	1B/1P	1B/2P	2B/3P	2B/4P	3B/4P	3B/5P	4B/5P	Total
Existing Provision							1	1
Proposed Residential Mix	0	4	3	0	2	0	0	9

Number of car parking spaces	Number of cycle parking spaces
5 on site car parking spaces	14

1.1 This application is being reported to Committee because the Ward Councillor (Cllr Badsha Quadir) made representations in accordance with the Committee Consideration Criteria and requested committee consideration. Representations made on the application also exceeded thresholds for committee consideration.

2 RECOMMENDATION

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

Conditions

- 1) In accordance with the approved plans
- 2) Samples and details (as appropriate) of materials including window frames
- 3) Tree protection plan to be submitted
- 4) Development to be carried out in accordance with the recommendations of the Preliminary Ecological Appraisal Survey
- 5) No windows other than as shown and those shown in the following elevations at/above first floor level to be obscure glazed:
 - Unit 6 – side kitchen and side bathroom
 - Unit 7 – side kitchen / dining / living room (x2)
 - Unit 8 – side kitchen / dining / living room (x2)
 - Unit 9 – side roof lights to kitchen / dining / living room
- 6) Landscaping scheme including new tree planting (species/size of girth), shrub planting (pot sizes), details of play-space (layout/equipment), SUDs measures, boundary treatments and biodiversity enhancement measures
- 7) Refuse and cycle store to be built prior to occupation
- 8) Provision of on-site car parking – prior to occupation and permanently maintained thereafter
- 9) Submission of the following to be approved: visibility splays, EVCP (including spec and passive provision) and security lighting
- 10) Submission of Construction Logistics Plan/Method Statement
- 11) Carbon dioxide 19% reduction beyond 2013 Building Regulations
- 12) Water use target
- 13) Amendments to crossover/making good of highway to be installed at developer's expense prior to occupation
- 14) Ground floor units to comply with requirements of Part M4(2) accessibility standard
- 15) Commence within 3 years of the date of the permission
- 16) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community Infrastructure Levy – Granted
- 2) Highways works to be completed at developer's expense
- 3) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 4) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for demolition of the existing dwelling and proposed erection of 2 storey building with lower ground floor and accommodation in roof to provide 9 flats (4 x 1 bed, 3 x 2 bed and 2 x 3

bed) with associated car parking and new crossover, amenity space, refuse and cycle stores. The development will consist of the following:

- Two storey block with lower ground floor and accommodation in roof comprising of 9 flats in total;
- The accommodation would be split between 2 x 3 bedroom flats on the lower ground floor, 2 x 1 bedroom and 1 x 2 bedroom flats on the ground floor, 2 x 1 bedroom and 1 x 2 bedroom flats on the first floor and 1 x 2 bedroom flat in the roof;
- The 3 bedroom flats on the lower ground floor and the 2 bedroom flat in the roof would have their own private amenity space. A communal garden would be available at the rear for the other flats to share;
- Extension of existing crossover and provision of 5 parking spaces at front of site;
- Provision of cycle storage in rear garden and refuse storage area in front garden.

Site and Surroundings

- 3.2 The application site is located at the southern end of Russell Green Close and comprises of a two storey detached four bedroom dwelling. There is an existing vehicular crossover at the front of the site serving a large driveway and detached garage at the side.
- 3.3 Russell Green Close mainly consists of two storey detached dwellings on good sized plots; however the gardens of 39 and 48 are noticeably larger than the other neighbours due to their positioning at the head of the cul-de-sac.
- 3.4 The site is adjacent to 37 (a detached house) and 48 Russell Green Close (a block of 7 flats) with 4 Coldharbour Lane (a detached house) to the south and the properties at Gilliam Grove (sheltered accommodation) to the south-east. Coldharbour Lane is accessed by a public footpath that runs between 46 and 48 Russell Green Close. The site slopes upwards towards Coldharbour Lane and slopes downwards towards the rear garden.
- 3.5 The site itself is not subject to a TPO; however the trees at 1-48 Gilliam Grove are covered by TPO 24, 1975. The site is located within an Archaeological Priority Area (Tier II) and is in an area at risk of surface water flooding as identified by the Croydon Flood Maps.

Planning History

- 3.6 18/01698/PRE – Pre-application advice sought in relation to the redevelopment of the site for 9 units.

48 Russell Green Close

- 3.7 14/02031/P - Demolition of existing buildings; erection of 4 four bedroom with garages; formation of access road and provision of associated parking – REFUSED AND DISMISSED.

- 3.8 15/02647/P - Demolition of existing building; erection of two storey building with accommodation in roof space comprising 6 two bedroom and 1 three bedroom flats; provision of associated parking - REFUSED AND DISMISSED.
- 3.9 16/00750/P - Demolition of existing building; erection of two storey building with accommodation in roof space comprising 6 two bedroom and 1 one bedroom flats; provision of associated parking - REFUSED AND DISMISSED.
- 3.10 16/03865/P - Demolition of existing building; erection of two storey building with accommodation in roof space comprising 6 two bedroom and 1 one bedroom flats; provision of associated parking and refuse storage – GRANTED AND IMPLEMENTED.

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 9 new units (including 2 family sized units);
- The scale and layout of proposed built form is considered to be appropriate for the site, and the traditional design and appearance of the buildings would be in keeping with the surrounding character of the area;
- The orientation and separation distances with the neighbouring properties on either side and to the rear are sufficient to ensure no undue harm to the residential amenities of these properties;
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- The number of parking spaces proposed is considered acceptable and the Transport Technical Note provided concludes that this is acceptable and any overspill parking can be accommodated on-street;
- Access and turning arrangements for vehicles on site would not impact on the safety or efficiency of the public highway.
- Other matters including flooding, sustainability, trees and landscaping can be appropriately managed through condition.

5 CONSULTATION RESPONSE

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

Historic England - GLAAS (Statutory Consultee)

- 5.2 No further archaeological work is necessary.

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: 25 Objecting: 25 Supporting: 0

No of petitions received: 1 objecting (21 signatures)

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:

- Over-development;
- Out of keeping;
- The development looks like a block of flats;
- A 3 storey building would be out of character;
- Car parking at the front would be out of keeping in the road [OFFICER COMMENT: The existing house has a large driveway that is used by at least 3 separate vehicles]
- Overcrowding of the area;
- The road is made up of 3 and 4 bed family houses not flats;
- Mass and style is unacceptable;
- There will be no family homes left and the close will be full of flats;
- Flats will negatively impact the character of the close;
- Lack of amenity space for occupiers;
- Impact from construction traffic blocking the road;
- Residents often unable to park outside their own properties;
- School children are often unable to walk on the pavements due to construction vehicles;
- Noise levels will increase;
- There will be 9 flats on the site, whereas 7 were approved next door and it site is larger;
- Overlooking of neighbours;
- Inadequate refuse storage for flats;
- Damage to trees along the road;
- Obstruction of access for emergency vehicles;
- Most residents in the close own 2+ cars;
- The norm is to have a car or 2 on the drive and one parked in front of the house;
- Impact on safety of children playing in the close;
- Residents have already suffered for the last 2 years with the building works next door at 48;
- This is a family area and the proposed 1 bedroom units would contradict this;
- Increased pollution;
- The road is too narrow;
- The appearance would be at odds with the style of the existing properties and include features previously considered unacceptable at 48;

- The change in levels of the site are not shown on the plans [OFFICER COMMENT: the change in land level is shown on the street scene elevation, elevations and section-through drawings]
- No drainage strategy has been submitted [OFFICER COMMENT: The applicant has submitted a 'Floodsmart' report that concludes that a Sustainable Drainage Strategy (SuDS) is likely to be required for the site. This matter can be dealt with by way of a planning condition]
- Inaccurate plans (position of drive at 48 and roof lights);
- The parking spaces are too close to the building;
- There are no bin enclosures in the front garden for other properties in the close;
- Disruption of building line at end of cul-de-sac – this has been a previous ground of refusal and reason for a dismissal appeal at 48;
- The front of the site will be turned into a car park;
- The proposal would include several dormer windows - this has been a previous ground of refusal and reason for a dismissal appeal at 48;
- Increase in traffic;
- Concerns regarding access for emergency vehicles to the end of the road due to more parked cars on street;
- Increased conflict between drivers, cyclists and pedestrians;
- It is unrealistic for owners to park at the end of the road and walk to their flat;
- There are bats living in the nearby trees [OFFICER COMMENT: The applicant has submitted a Preliminary Ecological Appraisal Survey (September 2018) for the site which has recommended mitigation and enhancement measures. No further surveys are required];
- A tree survey has not been done [OFFICER COMMENT: The Tree Officer has confirmed that a tree survey is not required].

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

- Damage being caused to parked cars [OFFICER COMMENT: This is not a material planning consideration and would be a private matter between the person who as caused the damage and owner of the car involved];
- Devaluation of neighbouring properties [OFFICER COMMENT: This is not a material planning consideration];
- Impact on health due to anxiety and stress for local residents [OFFICER COMMENT: This is not a material planning consideration];
- Construction vehicles constantly block access to residents driveways and park inconveniently [OFFICER COMMENT: This is not a material planning consideration and is a private matter];
- Smells from the bins [OFFICER COMMENT: This is not a material planning consideration]

6.4 Purley and Woodcote Residents Association has objected to the scheme, making the following comments:

- Loss of good 4 bedroom family home;

- Over-development of site;
- Inadequate useable amenity space;
- Lack of a tree survey [OFFICER COMMENT: The Tree Officer has confirmed that a tree survey is not required]
- Inadequate parking for number of flats;
- More detail needed in relation to archaeology [OFFICER COMMENT: A further Archaeological Desk Based Assessment (dated September 2018) was submitted by the applicant and has been reviewed by Historic England]

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

- Parking concerns;
- Out of character
- Already a few blocks of flats in the neighbourhood
- This is a site of archaeological interest [OFFICER COMMENT: A further Archaeological Desk Based Assessment (dated September 2018) was submitted by the applicant and has been reviewed by Historic England]

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 on Parking
- 7.2 Designing out crime
- 7.4 on Local Character
- 7.6 on Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM1 on housing choice for sustainable communities
- DM10 on design and character
- DM13 on refuse and recycling
- DM16 on promoting healthy communities
- DM19 on promoting and protecting healthy communities
- DM23 on development and construction
- DM24 on land contamination
- DM25 on sustainable drainage systems and reducing flood risk
- DM27 on biodiversity
- DM28 on trees
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- 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 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area less than 130 sq.m. The existing dwelling has a floor area of 184 sq.m and is a 4 bed house; therefore it is not protected by the retention of small family homes policy and two three-bedroom family units are proposed.
- 8.3 Local Plan Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have 3 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 of the proposed flats would be 3 bedroom/4 person units; therefore the proposed development would result in a net gain of family accommodation.
- 8.4 The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). The proposed development is acceptable in principle subject to a suitable replacement designed building being agreed.

Townscape and Visual Impact

- 8.5 The proposed development would have the appearance of a large 2 storey detached house, similar to the adjacent development at 48. It is noted that the current proposal includes a lower ground floor, which is not the case at 48, but suitably placed planting across the front of the site could effectively screen this part of the proposal from public view. The proposed development would include a simple hipped roof and gable feature and the materials would comprise of a mixture of brickwork, render and tiles. These elements of the scheme are considered acceptable as they would reflect the design characteristics of neighbouring development.
- 8.6 Although the general footprint of the building would be much larger than what currently exists on site, it is considered that there would be adequate space around the building so as to not result in a cramped appearance. The garden area at the site and at 48 are notably bigger than the other neighbouring houses so can clearly accommodate a larger building. Views of the proposed development in the street scene also demonstrate that it would not result in a domineering structure.
- 8.7 The siting of the proposed development and its layout on the plot would differ quite significantly from that of the existing dwelling as it would be positioned

further into the garden. Whilst concerns were raised in the past relating to the 48 Russell Green Close development in relation to the positioning and angle of the development at this site, this was in addition to other concerns regarding the overall design and appearance. This proposal at 48 also had a direct relationship with the adjacent public footpath and Coldharbour Lane where it was visible from the side and rear elevations. The siting of the proposal is considered to make best available use of the site and not result in an unacceptable appearance from the street.

- 8.8 Policy DM10.1 sets out that developments should generally be three storey. The massing of the proposed development has been designed to make the most of the change in land level across the site. Although the building would appear as four storeys at the rear, this includes the accommodation in the roof space which has been designed to be subordinate and not overly prominent. The proposed side and rear dormers are considered acceptable in terms of their design and size. Previous concerns in relation to dormer windows at 48 were due to their siting on the front elevation and the double layer of dormers on the side elevation. It is also noted that there would be a flat roof section to the main roof. Whilst this is not typical of other properties in the street scene, the overall roof design is and the roof would be read from the street as a hipped roof.
- 8.9 Representations have raised concerns in relation to the impact of the proposed development on the character of the area and the resulting change to the existing make-up of family houses by being replaced with small flats. However, character is generally described as the built form and its relationship to its environs and it can change over time and well-designed proposals can have a positive effect on an area and integrate into an existing community. The cumulative impact of both this and the neighbouring scheme would be acceptable.
- 8.10 Representations have also raised concern over the intensification of the site and overdevelopment. The site is in an urban setting (as it is located within 800 metres walking distance of Purley District Centre) with a PTAL rating of 1B and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha). The proposal would be in excess of this range at 331 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.
- 8.11 The development would comply with policy objectives in terms of respecting local character. Conditions are recommended in relation to sample materials, hard/soft landscaping (including SUDs) and boundary screening.

Impact on Neighbouring Residential Amenity

- 8.12 The properties that would be most affected by the development would be the immediate neighbours, 37 and 48, and those adjoining towards the rear, 4 Coldharbour Lane and 47 and 48 Gilliam Grove.

37 Russell Green Close

- 8.13 This property is located to the northeast of the site and the rear elevation splays away from the site. The side elevation of 37 nearest to the site does not contain any windows. Whilst the proposed development would result in a more dominant structure when viewed from the rear garden of this house, the orientation of the buildings in relation to each other and the separation distance would be acceptable impact in terms of daylight/sunlight and outlook.
- 8.14 At first floor level there would be 2 new windows that would face towards 37. It is recommended that these windows be obscure glazed as they either serve non-habitable rooms or act as secondary windows. Whilst there would also be 2 side roof lights to bedroom 2 of flat 9 that face towards 37, these windows would be angled upwards towards the sky and the overall harm would be acceptable.

48 Russell Green Close

- 8.15 Planning application ref. 16/03865/P was approved at this site in 2016 for 7 flats. This development is currently under construction. Given the separation distance to the flank wall of this development and its orientation in relation to the site, it is considered that the overall impact on the future occupiers would be limited in terms of daylight/sunlight, outlook and overlooking.
- 8.16 At first floor level there would be 4 new windows that would face towards the communal garden area of 48. It is recommended that these windows be obscure glazed as they all act as secondary windows. Whilst a side dormer is proposed in the roof area that would face towards 48, this window would mostly be directed over the car park and far end of the communal garden; therefore the overall impact would be acceptable.

4 Coldharbour Lane

- 8.17 This property is located to the south of the site and on lower land. There would not be any impact in terms of daylight/sunlight for the existing occupiers and, given the orientation of the house and the existing trees that would be retained along the shared boundary as well as new planting, the proposed development would also not result in any undue harm from loss of outlook.
- 8.18 Although it is noted that there would be more windows on the rear elevation of the proposed development than what currently exists at the site, the overall number is not considered to be excessive and could easily be achieved at the existing house through a proposed side extension and roof extension. Additionally, a separation distance of approximately 14m to the rear corner of this house would be maintained.

47 and 48 Gilliam Grove

- 8.19 The proposed development would be positioned closer to the shared boundary with Gilliam Grove. However, the retention of the existing boundary trees

adjacent to these properties together with a separation distance of approximately 14m, would result in an acceptable form of development.

- 8.20 Taking into account all factors, officers are satisfied that the relationship with all of the adjoining occupiers is acceptable.

The standard of accommodation for future occupiers

- 8.21 The proposal would comply with internal dimensions and minimum floor areas required by the Nationally Described Space Standards. All units would have a dual aspects. In terms of layout, each unit would benefit from an open plan kitchen / living / dining area.
- 8.22 The units on the lower ground would have rooms at the front served by lightwell only. Given the orientation to the north, these rooms are unlikely to have good quality outlook. The units as a whole however have good outlook, with living rooms at the rear looking south. As the rooms at the front are bedrooms, this is on balance considered to be acceptable.
- 8.23 The second bedroom for Flat 9 would be served by roof lights only. Whilst this would not be ideal in terms of outlook, the main open plan kitchen / living / dining area and master bedroom would have outward facing windows.
- 8.24 The 3 bed family units on the lower ground floor would have their own private rear gardens and the 2 bed flat in the roof area would have access to two small balconies. Whilst several units would not have their own private amenity space, all of the flats would be able to access the communal garden with an allocated play space (to be conditioned) from the communal hallway. The level of outdoor space would be less than the other detached houses in the close; however it is still considered acceptable as approximately 80m² would be provided.
- 8.25 It is considered that the proposal would result in a good standard of accommodation for future occupiers of the development. 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.
- 8.26 The applicant has confirmed that all ground floor units would meet the M4(2) Building Regulations and this should be secured by way of a condition. The applicant has confirmed that first and second floor units would not be M4(2) compliant as the scheme does not include a lift. 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.

8.27 It is considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

Parking and highways

8.28 The site has a PTAL rating of 1B which indicates poor accessibility to public transport. However, the site is within reasonable walking distance of Purley District Centre with its numerous bus stops and train station via the nearby footpath that connects the site to Coldhabour Lane. There are no on-street parking restrictions in Russell Green Close.

8.29 Five parking spaces are proposed for the 9 flats, with 3 to be used as shared spaces and 2 to be allocated for the family units. The applicant has provided a Transport Technical Note justifying this provision and taking into account capacity in surrounding streets. This document concludes that the demand for the proposed development would be likely to be 6 spaces and would potentially lead to an overspill of 1 car; however this could be accommodated on-street following the results of a parking survey, including taking into account the impact of the adjacent scheme. The findings of this report are considered acceptable.

8.30 The existing crossover at the site would need to be amended. A planning condition is recommended in relation to visibility splays.

8.31 The locations of the cycle store and refuse store is acceptable. The cycle store would be located in the rear garden and would be accessible from the front of the site via a lockable side gate. The cycle store would be secure and would have space for 14 bikes, which complies with London Plan standards. The bin store would be at the front of the site within dragging distance of the main vehicle entrance. The bins would be within an enclosed area that would be surrounded by planting to screen the structure.

8.32 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work does not undermine the safety and efficiency of the highway.

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

Trees and biodiversity

8.34 The site itself is not subject to a TPO; however the trees at 1-48 Gilliam Grove are covered by TPO 24, 1975. The applicant has confirmed that the trees at the rear of the site would be retained and new planting is also proposed at the front and rear. Conditions are recommended in relation to the retention of the specified trees at the rear as well as a tree protection plan (to ensure the trees at the rear are adequately protected during construction) and a hard/soft landscaping scheme.

8.35 The applicant has provided a Preliminary Ecological Appraisal Survey (dated September 2018) following representations from a local resident in relation to bats. The report recommends mitigation and enhancements measures be carried

out on site as part of the proposed development, which can be adequately dealt with by way of a condition. No further surveys were required to be completed.

Flood risk

- 8.36 The site lies within an area at risk of surface water flooding. The applicant has submitted a Flood Risk Assessment which recommends for a SUDs Strategy to be submitted. This matter can be adequately dealt with by way of a condition through the incorporation of SUDs techniques.

Archaeology

- 8.37 The site lies in an Archaeological Priority Area (Tier II). The applicant has submitted an Archaeological Desk Based Assessment (dated September 2018). Historic England have reviewed the document and confirmed that no further surveys are required at the site.

Other planning matters

- 8.38 Conditions are recommended in relation to carbon emissions and water use targets for the development.
- 8.39 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

Conclusions

- 8.40 Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.
- 8.41 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted given the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning matters, other than planning applications for determination by the Committee and development presentations.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 The following information and advice applies to all those reports.

2 FURTHER INFORMATION

- 2.1 Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in an Addendum Update Report.

3 PUBLIC SPEAKING

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

4 BACKGROUND DOCUMENTS

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

5 RECOMMENDATION

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

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