

Planning Committee Agenda



To: Councillor Toni Letts (Chair)
Councillor Paul Scott (Vice-Chair)
Councillors Muhammad Ali, Chris Clark, Felicity Flynn, Clive Fraser,
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, 6 December 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

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www.croydon.gov.uk/meetings
Wednesday, 28 November 2018

Members of the public are welcome to attend this meeting.

If you require any assistance, please contact the person detailed above, on the righthand 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 Thursday 29 November 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 (DPIs) and gifts and hospitality to the value of which exceeds £50 or multiple gifts and/or instances of hospitality with a cumulative value of £50 or more when received from a single donor within a rolling twelve month period. In addition, Members and co-opted Members are reminded that unless their disclosable pecuniary interest is registered on the register of interests or is the subject of a pending notification to the Monitoring Officer, they are required to disclose those disclosable pecuniary interests at the meeting. This should be done by completing the Disclosure of Interest form and handing it to the Democratic Services representative at the start of the meeting. The Chair will then invite Members to make their disclosure orally at the commencement of Agenda item 3. Completed disclosure forms will be provided to the Monitoring Officer for inclusion on the Register of Members' Interests.

4. Urgent Business (if any)

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

5. Development presentations (Pages 7 - 8)

To receive the following presentations on a proposed development:

There are none.

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

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

6.1 18/04403/FUL 2 Dunheved Court, Dunheved Road South, Thornton Heath (Pages 13 - 24)

Erection of three storey rear extension and fourth floor roof extension plus internal alterations to create 5no. new hotel bedrooms.

Ward: West Thornton
Recommendation: Grant permission

6.2 18/01936/FUL 148 Ballards Way, South Croydon, CR0 5RG (Pages 25 - 42)

Demolition of existing building and the erection of a part three, part four storey building with basement comprising 8 flats with associated parking and landscaping.

Ward: Selsdon and Addington Village
Recommendation: Grant permission

6.3 18/04281/FUL Works, 25 Grenaby Road (Pages 43 - 56)

Alterations, Demolition of ancillary store room, Use as Place of Worship with associated community and pastoral activities.

Ward: Selhurst
Recommendation: Grant permission

6.4 18/04538/FUL Land on the South East Side of Braemer Avenue, South Croydon, CR2 0QA (Pages 57 - 70)

Demolition of the existing garages and the erection of a three storey residential block, comprising six residential units and the erection of a three-storey detached house, together with associated access, car parking and landscaping.

Ward: Purley Oaks and Riddlesdown
Recommendation: Grant permission

6.5 18/04840/FUL 36 Welcomes Road, Kenley, CR8 5HD
(Pages 71 - 88)

Conversion to form 7 flats (2 x 3 bedroom, 2 x 2 bedroom, 2 x 1 bedroom and x 1 studio). Alterations and formation of basement accommodation to include front and side light wells, creation of a lower ground floor entrance, erection of a single storey side and rear extension, installation of roof lights and side dormer extensions and provision of associated landscaping, refuse and cycle parking.

Ward: Kenley
Recommendation: Grant permission

6.6 18/03774/FUL 120 Hayes Lane, Kenley CR8 5HR
(Pages 89 - 106)

Demolition of a single-family dwelling and erection of a 3-storey building of 9 apartments with associated access, 7 parking spaces, cycle storage and refuse store.

Ward: Kenley
Recommendation: Grant permission

6.7 18/04200/FUL 2 Northwood Avenue and Rear of 5 Higher Drive, Purley, CR8 2EP (Pages 107 - 128)

Demolition of existing dwelling house at 2 Northwood Avenue and construction of new apartment building containing 9 residential flats at 2 Northwood Avenue and the rear garden of 5 Higher Drive, and other associated works (revised proposal).

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 129 - 130)

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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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: 18/04403/FUL
 Location: 2 Dunheved Court, Dunheved Road South, Thornton Heath
 Ward: West Thornton
 Description: Erection of three storey rear extension and fourth floor roof extension plus internal alterations to create 5no. new hotel bedrooms

Drawing Nos: A-025-001 REV P0, A-025-002 REV P0, A-025-003 REV P0, A-025-004 REV P1, A-025-005 REV P1, A-025-007 REV P0, A-025-111 REV P0, A-025-013 REV P0, A-025-114 REV P0, A-100-001 REV P2, A-100-002 REV P0, A-100-002 REV P2, A-100-002 REV P4, A-100-003 REV P2, A-100-003 REV P3, A-100-004 REV P2, A-100-004 REV P2, A-100-005 REV P2, A-100-006 REV P0, A-100-007 REV P0, A-100-008 REV P0

Applicant: Croydon Property Holdings Ltd
 Agent: Mr Adam Shepherd, GVA
 Case Officer: James Udall

1.1 This application is being reported to committee because Councillor of West Thornton Ward (Cllr Stuart King) have made representation in accordance with the Committee Consideration Criteria and requested committee consideration.

2.0 RECOMMENDATION

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

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:
 - Erection of three storey rear extension and erection of fourth floor roof extension; Erection of associated fire escape stairs; Formation of 5 additional hotel bedrooms.
- 3.2 The applicant has advised that planning permission is sought for the creation of duplex apartments because the hotel partly operates as an apart hotel, which provides serviced accommodation and is a more flexible form of accommodation, which is more appealing to families because it allows separation between sleeping areas and other facilities. Similarly, this form of accommodation has also proven popular with business travellers who require space to work.
- 3.3 According to the applicant there is a requirement to provide duplex accommodation at the upper floors of the hotel as this better suits the requirements of guests staying

at the hotel under this arrangement. As a Best Western there is a contractual requirement to provide a proportion of family rooms and the role of duplex accommodation, particularly aimed at families, has provide popular at the applicant's other hotel locations as it provides flexibility to guests. At circa. 35% of the overall hotel room provision, the duplex accommodation provides a mix of rooms alongside the more traditional proportioned 'standard' rooms. The nature of the occupants utilising a duplex hotel room is the same as those who would use a standard room, in that they would arrive via the same mode of transport.

Site and Surroundings

- 3.4 The building comprises a four storey hotel with parking at basement level. If the numerous extant planning permissions are implemented then the hotel would accommodate 105 bedrooms. It currently contains 108 bedrooms. To the east, the site abuts 585-603 London Road, which, as of August 2017, has received a resolution to grant planning permission for a comprehensive redevelopment to deliver c. 593 hotel rooms, subject to a Section 106 agreement.
- 3.5 To the south, the site is bound by Dunheved Road South, with the Croydon Mosque and Islamic Centre beyond. To the west the site is bound by an existing access road to Launceston Court and 12 Dunheved Road South. To the north is an area of hardstanding and existing residential accommodation (two storey houses) at Launceston Court.

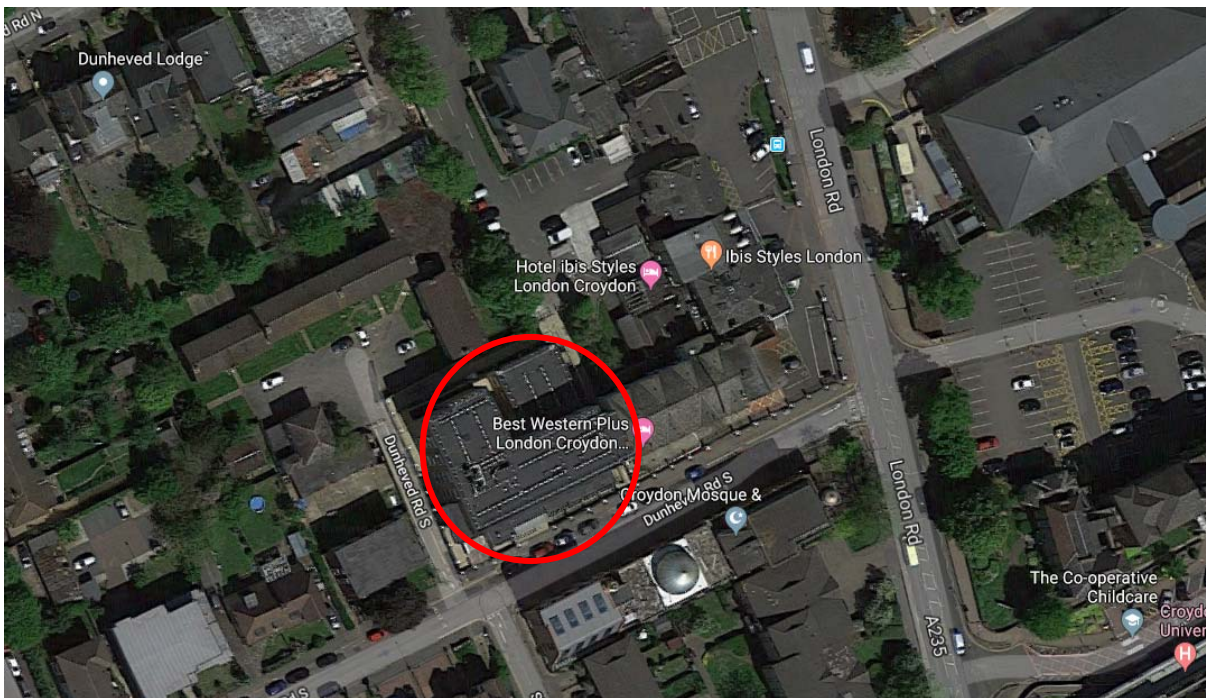


Figure 2: Aerial street view highlighting the proposed site within the surrounding streetscene

Planning History

- 3.6 In terms of recent planning history the following applications are relevant:
- 18/02237/FUL – Granted planning permission for Alterations; Proposed conversion of 2no. store rooms for use as 2no. hotel bedrooms at mezzanine floor level
Permission has not implemented

- 17/05616/FUL – Granted planning permission for internal alterations to create 8no. duplex rooms from 16no. existing rooms over ground and mezzanine floor ; provision of associated fire escape staircase ; erection of rear extension comprising two additional storeys (above mezzanine floor) to create additional first and second floor accommodation comprising 8no. new duplex rooms Permission has not been implemented
- 17/02103/FUL – Granted planning permission for retention of Roller Shutter Security Grille to Car Park Entrance – Permission has been implemented
- 17/01965/ADV - Granted advertisement consent for Illuminated and non-illuminated wall mounted, projecting, fascia signs – Permission has been implemented
- 17/01703/FUL – Granted planning permission for erection of single storey extension for use as manager’s office – Permission does not appear to have been implemented.
- 16/06172/FUL – Refused planning permission but allowed on appeal on appeal 01/12/17, for construction of a partial fourth floor to the existing building to create duplex hotel accommodation.
- 16/04480/CONR – Granted planning permission for erection of a four storey hotel comprising 13 hotel apartments, 37 double bedrooms, bar, restaurant, function suite, associated facilities and parking at basement level (without compliance with condition 5 - restriction of rooms- attached to planning permission 16/01784/P – Planning Permission appears to have been implemented.
- 16/01784/P – Granted planning permission for erection of a four storey hotel comprising 13 hotel apartments, 37 double bedrooms, bar, restaurant, function suite, associated facilities and parking at basement level (with variations of condition 2 - built in accordance with approved plans - attached to planning permission 15/05757/P) – Planning Permission appears to have been implemented
- 14/03259/P – Refused planning permission but granted permission on appeal for the variation of Condition 8 (approved plans) and 9 (number of rooms) attached to planning permission 14/01570/DT
- 14/01570/DT – Approval of Non Material Amendment (attached to planning approval 03/00023/P).
- 09/01829/Res - Discharge of conditions 1 and 2 attached to planning permission
- 03/00023/P - Granted planning permission for the erection of a four storey hotel comprising 13 hotel apartments, 37 double bedrooms, bar, restaurant, function suite, associated facilities and parking at basement level – Planning permission implemented

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- While there is no sequential test, the proposed uplift in units would be the same as the previously consented schemes which have been granted planning permission without a sequential test being submitted. The principle of the development is acceptable.
- Given the character of the surrounding area and the planning history of the site, the design and appearance of the development is appropriate.
- There would be no unacceptable impact on the living conditions of adjoining occupiers.
- The sustainability aspects of the application are considered to be acceptable.

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

No of individual responses: 1 Objecting: 1 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:

Summary of objections	Response
Loss of light	A daylight assessment has been provided as part of the application which shows that the proposal would not have a significantly greater impact on the daylight of neighbouring occupants than the previously granted schemes.
Obtrusive by design	The application site is not in a conservation area and is surrounded by buildings of various heights, styles and designs with the result that the proposed development would not appear out of keeping for the area.
Overdevelopment	The application site is located in a high density area. The proposed extension would be similar to the previous granted proposals which have been deemed to be acceptable.
Overlooking	The proposed development would not result in an unacceptable level of overlooking.

6.4 The following Councillor made representations:

- Cllr Stuart King (West Thornton Ward Councillor)
 1. Overdevelopment of the site
 2. Parking

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 The National Planning Policy Framework (NPPF) dated March 2012 outlines the Government's requirements for the planning system and establishes how these will be addressed. There is a presumption in favour of sustainable development. At the time of writing the Government has also published a draft revised The National Planning Policy Framework (NPPF) dated March 2018 and its consultation ends May 2018. The Council primarily assesses planning applications against policies in the Croydon Local Plan 2018 (CLP). The London Plan 2016 Further Alterations to the London Plan (as consolidated with alterations since 2011) sets out regional policy for Greater London.

7.2 London Plan Policy promotes development which will support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London.

7.3 CLP Policy advises that in line with the 'Town Centres First' principle, commercial activity should be directed to town centres to take advantage of their better transport functions and so as not to undermine the established centres. However, there are circumstances when proposals for town centre uses in edge of centre and out of centre locations may be acceptable. Where a sequential test satisfactorily demonstrates such uses cannot be accommodated, on sites or in units that are both suitable and available, within a town centre or edge of centre location or existing vacant units in any location, proposals will be acceptable in principle, provided the site is accessible and well connected to the town centre.

7.4 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.

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

7.6 Consolidated London Plan 2015

- 4.5 London's Visitor Infrastructure
- 5.2 Minimising Carbon Dioxide Emissions
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking

- 7.4 Local character
- 7.6 Architecture
- 7.8 Heritage Assets and Archeology
- 7.15 Reducing and managing noise

7.7 Croydon Local Plan 2018

- SP3 – Development in edge of centre and out of centre locations
- SP4 - Urban Design and Local Character
- SP6.3 - Sustainable Design and Construction
- DM10 - Design and character
- DM10.6 - Neighbour amenity
- DM13 - Refuse and recycling
- DM18.9 - Heritage assets and conservation
- DM23 - Development and construction
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

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. Residential amenity for neighbours
4. Access and parking
5. Sustainability and environment
6. Archaeological Priority Zones
7. Other matters

Principle of Development

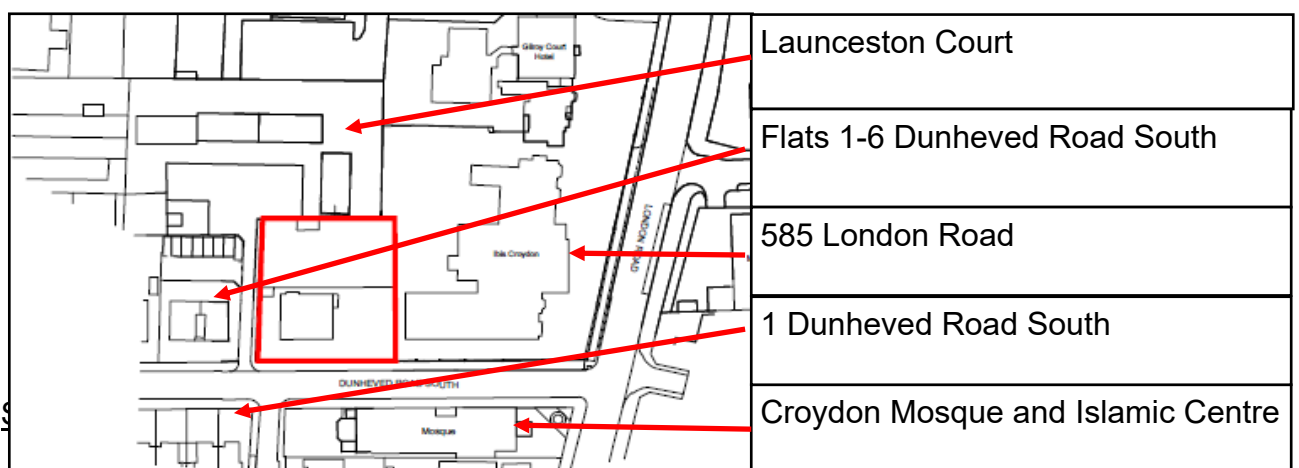
- 8.2 The application site consist of a large hotel. The principle of adding rear and roof extensions to the building has been accepted under the planning permissions 17/05616/FUL (Rear 1st//2nd floor extensions) and 16/06172/FUL (roof extension).
- 8.3 No sequential assessment was submitted with the application, however this this was not a reason for refusal in the most recent applications (Refs: 17/05616/FUL, 16/06172/FUL and 18/02237/FUL). With regard to the latter two the officer reports for each application states '*The principle of an extension to the existing hotel was allowed at appeal (Ref: 14/03259/P) when a sequential test was presented and accepted by the Inspector*'.
- 8.4 Furthermore, the existing hotel has planning permission for 108 rooms. The current proposal would not result in any increase in room number but would instead increase room size changing a number of rooms into duplex apartments. Since there would not increase in room number a sequential test is not required in this instance.

Townscape and Visual Impact

- 8.4 The area is part residential/part commercial in character with a range of two storey dwellings, three storey flatted development and hotels in the area of varying design, height and size.
- 8.5 The proposed rear and roof extensions of the current application would effectively infill space at first, second and third floor levels at part of the north/eastern corner of the building. They would therefore be set against the background and massing/height of the existing building and would not be incongruous with the site and surroundings in that context. They would not be highly visible from nearby public realm and would be proportionate to the massing/height of the existing building on site. The extensions would be formed in matching materials (brick) to the existing building. The provision of a fire escape staircase to the northern elevation has been considered as acceptable under previous planning permissions and while it would have a functional design it would not detract from the overall appearance of the extensions.
- 8.6 When considering the design and appearance of the extensions regard must be had to the appeal decision for Ref: 16/04172/FUL, in which the Planning Inspector allowed for an extension to be formed on the roof of the building. This has established the principle of extending the building as the Inspector found it would 'reinforce and respect the pattern and character of the existing development'. The extensions would be similar to the previously approved schemes with the main difference being that the roof extension would not be set back from the front building line of the application building.
- 8.7 While it would be preferred to have a set back from the front building line. The application site is not in a conservation area or in an area with a local distinctiveness and due to its size and design it is not considered that the proposal would significantly harm the streetscene. It would therefore not be justified to refuse the planning application on this basis.
- 8.8 The imposition of a third floor rear extension above the approved 1st and 2nd floor rear extensions and the addition to the footprint of the approved roof extension would be acceptable and it would not result in an overdevelopment of the site.

Residential amenity for neighbouring occupants

- 8.9 There are a number of buildings that adjoin the site which include Launceston Court to the north of the site, Flats 1-6 Dunheved Road South to the west of the site, 585 London Road to the north east of the site and 1 Dunheved Road South and Croydon Mosque and Islamic Centre to the south of the site as highlighted in the figure below:



- 8.10 The proposal would be located closer to the boundary with the dwellings in Shannon Court to the rear of the application site. A daylight and sunlight report submitted with the current application concludes that the proposal would not have any notable adverse impact on the daylight and sunlight received by neighbouring properties
- 8.11 No windows are proposed to the northern elevation so no adverse overlooking or loss privacy would occur to residents in Launceston Court sited to the rear of the application site. This matter could be further secured by condition.
- 8.12 While a the fire escape staircase would be sited on the northern elevation its function for that purpose only can be further secured by condition to further protect privacy of adjacent occupiers.
- 8.13 The roof of the roof extension would be flat so it would be prudent to attach a restrictive condition that its roof shall not be used for amenity purposes.
- 8.14 It is considered there would be an acceptable separation distance between the proposed extension and nearest dwelling In Launceston Court so as not to result in adverse loss of outlook.

585-589 London Road

- 8.15 The building to the north-east of the site on London Road is a hotel. It is noted that the hotel turns the corner of Dunheved Road South and London Road. The proposed development would be sited approximately 2.2m from the flank wall of No. 585-589 where the building adjoins the application site and a further 15m from the first and second windows of the building which fronts onto London Road. Due to the type and size of development, the nature of the hotel not being a residential use and the separation distances retained it is not considered that the proposed extension would significantly impact on the neighbouring hotel

1 Dunheved Road and Croydon Mosque and Islamic Centre

- 8.15 The proposed extension to the existing hotel would be located approximately 28m from 1 Dunheved Road and 18.2m from Croydon Mosque and Islamic Centre. It is considered that due to the separation distances retained between the proposed roof extension and these neighbouring buildings that no harm would be caused to the occupiers of these buildings.
- 8.16 A condition is recommended with regard to a construction logistics plan, as per the recent appeal decision and the planning permission granted under reference 18/02586/FUL. An informative can also be used with regard to noise from demolition/ construction works and good practice guidance available.
- 8.17 Seen in the context of the existing hotel and recent planning permissions the proposed development would have no adverse effect with regard to adverse noise/disturbance to adjacent occupiers due to its minor nature

Access and Parking

- 8.18 Objection has been raised by Councillor King with regards to parking. The proposal would retain the existing car parking provision of 35 car parking spaces inclusive of 2 disabled bays, a parking ratio of 0.32 spaces per unit. The proposed additional number of rooms is minor and a transport assessment has been submitted in support of the both the current and previous applications. The site is has a PTAL rating of 3,

but is near to London Road and several bus routes linking to the Croydon Metropolitan Centre.

- 8.19 As previously noted the proposal would change a number of rooms into duplex rooms. While there would be not net increase in rooms there would be a maximum net increase of 13 customers due to the rooms getting larger. The proposal would include the retention of the existing access which allows for two way vehicular traffic and which has previously been deemed to be acceptable. Seen in the context of the existing hotel and recent planning permissions, the proposed development would have no adverse effect on traffic/parking stress to local roads.
- 8.20 It is noted that a previous planning condition controlling parking does not currently appear to be adhered to. This is an enforcement matter which is being investigated by the Local Authority and is not a material planning consideration. If deemed acceptable a parking condition could be imposed on any grant of planning permission.
- 8.21 Due to the level of development 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

- 8.22 The application site is not in a flood risk zone and the proposed rooms would connect to existing drainage on site. It is therefore considered that the proposal would not result in an increase of flooding in the area.
- 8.23 The proposed 905m² floor area of 1st/2nd/3rd and roof extensions would exceed the 500m² threshold set out in Policy SP6.3 of the CLP 2018 for new build developments. There is therefore a requirement for the proposal to meet the BREEAM 'excellent' rating. This could be secured by the imposition of an adequately worded planning condition, on any grant of planning permission.

Archaeological Priority Zones

- 8.24 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.
- 8.25 However, it is noted that the application does not propose any ground works and GLAAS have not previously raised concerns with the previous applications. It is therefore acceptable on archaeological grounds.

Other matters

- 8.26 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. However, the proposal is for a hotel use, not for permanent accommodation for residential use. In addition, the development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering health and education infrastructure.

Conclusions

- 8.27 For the reasons outlined above, the development is considered to be acceptable.

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

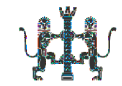
REVISIONS			DO NOT SCALE
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STATUS
PLANNING

Notes

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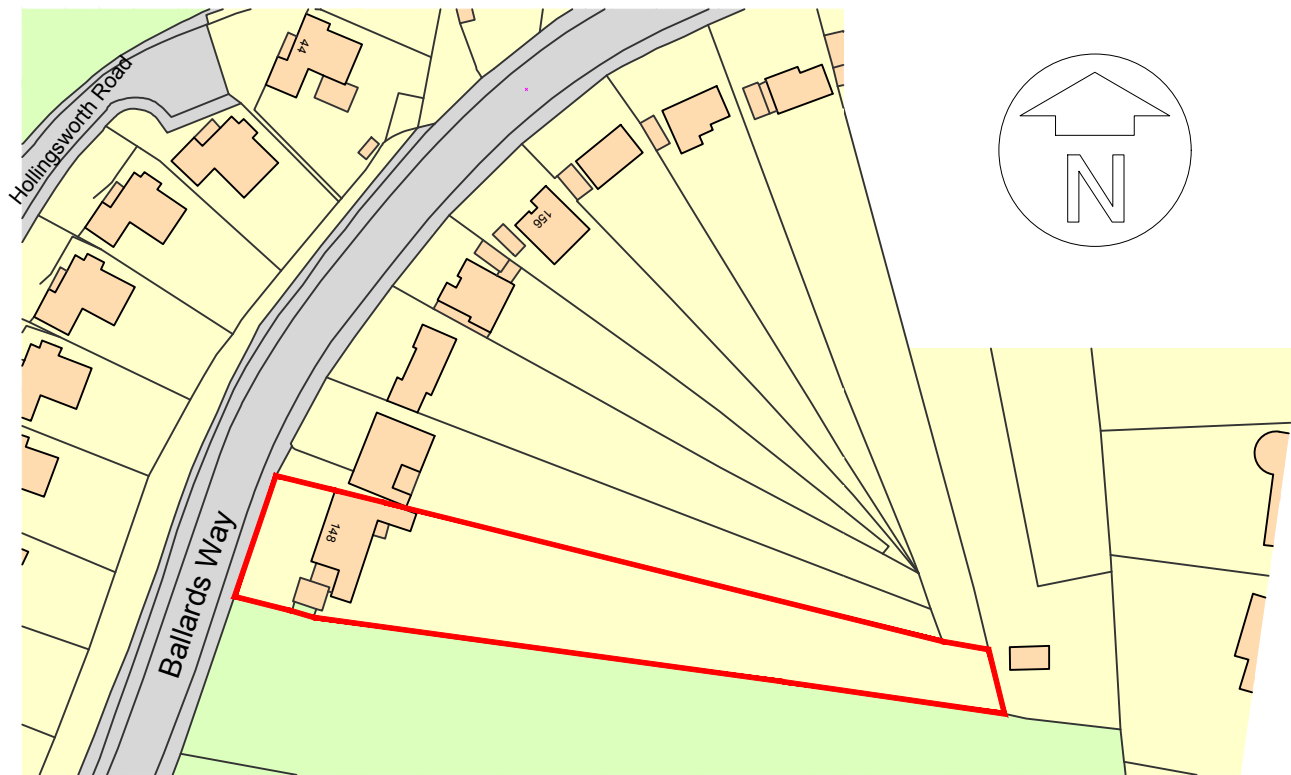
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CLIENT	Mantle Developments Ltd		
PROJECT	148 Ballards Way Croydon CR0 5RG		
TITLE	Location Plan		
DRAWN BY	KK	CHECKED BY	RT
SCALE	1:1250	DATE	March 2018
CAD REF:	6669		

DWG N°:	6669-PL01	REV N°:	-
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Location Plan
Scale 1:1250



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PART 6: Planning Applications for Decision

Item 6.2

1 APPLICATION DETAILS

Ref: 18/01936/FUL
 Location: 148 Ballards Way, South Croydon, CR0 5RG
 Ward: Selsdon and Addington Village
 Description: Demolition of existing building and the erection of a part three, part four storey building with basement comprising 8 flats with associated parking and landscaping
 Drawing Nos: 6669-PL01, PL02, PL03, PL04, PL05, PL06, PL07, PL09, Flood Risk and Drainage Strategy Statement ref. 18-0204, Preliminary Ecological Appraisal Strategy dated 06/04/18, Arboricultural Report ref. ha/aiams1/148ballardswy, Bat Survey- Emergence and Re-Entry dated 22/06/18, File Note: Environmental DNA survey for Great Crested Newts at 148 Ballards Way dated 15th May 2018, Great Crested Newt Mitigation Plan dated 16th November 2018
 Agent: Mr Ron Terry
 Case Officer: Louise Tucker

	1 bed	2 bed	3 bed	Total
Private sale	1 (2p)	5 (4x4p and 1x3p)	2 (5p and 6p)	8

Number of car parking spaces	Number of cycle parking spaces
8	11

1.1 This application is being reported to Planning Committee because the Ward Councillor (Councillor Helen Pollard) 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 Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) Details of materials and maintenance strategy for materials to be submitted and approved (including samples)

- 3) No windows other than as shown and those shown in the northern elevation at 2nd and 4th level as specified on the submitted floor plans, should be obscure glazed and fixed shut up to 1.7m above floor level
- 4) Development shall be carried out entirely in accordance with recommendations and mitigation measures specified in the ecological appraisal and surveys provided including appointment of ecologist
- 5) Submission of a biodiversity enhancement layout to comply with proposed ecological mitigation protocols
- 6) Submission of a wildlife sensitive lighting design scheme
- 7) Pre-commencement condition requiring submission of a copy of the EPS licence for Great Crested Newt
- 8) Landscaping scheme including boundary treatments, amenity space and maintenance strategy to be submitted and approved, planting on balconies
- 9) Submission of the following to be approved: Finished floor levels, visibility splays, access ramp gradient, EVCP (including spec and passive provision), screen for 5th level balcony
- 10) To be provided as specified prior to occupation: Parking spaces including disabled parking space, access road, refuse and cycle stores, visibility splays, lift, level access
- 11) Closure of existing vehicular crossover and reinstatement of raised kerbs and verge
- 12) Submission of Construction Logistics Plan/Method Statement
- 13) In accordance with submitted arboricultural survey and constraints plan including tree protection measures and replacement trees
- 14) Submission of a surface water drainage scheme – including SUDS
- 15) Sustainable development – 19% carbon dioxide reduction
- 16) The development must achieve 110 litres water per head per day
- 17) In accordance with the submitted FRA
- 18) Commence within 3 years of the date of the permission
- 19) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Demolition of the existing detached dwelling

- The erection of a three/four storey building fronting Ballards Way comprising 8 flats (1 x one bedroom flat, 5 x two-bedroom flats, 1 x three bedroom flat and 1 x three bedroom duplex unit)
- Creation of new central vehicular access and road through to rear garden serving 8 parking spaces (3 on the site frontage, 3 at undercroft level and 2 in the rear garden) and closure of existing access point

Site and Surroundings

- 3.2 The application site lies on the eastern side of Ballards Way and is currently occupied by a detached bungalow with a long rear garden. There is an existing front vehicular crossover serving a garage and driveway (close to the southern boundary of the site).
- 3.3 Land levels on the site slope downwards from north to south and upwards more gradually from west to east.
- 3.4 The surrounding area is largely residential in character comprising generally detached properties of varying styles, set within deep garden plots. There is no immediate neighbouring property to the south of the site.
- 3.5 The site borders a designated Site of Nature Conservation Importance (Bramley Bank Nature Reserve) which lies immediately to the south of the application site which is also designated Metropolitan Green Belt. Part of the site lies within a surface water critical drainage area, as identified by the Croydon Flood Maps.

Planning History

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

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There are no protected land use designations on the site and therefore the principle of development is acceptable.
- The proposal would contribute positively to borough-wide housing targets and would deliver 8 new units (including 2 family sized three-bedroom units and 4x2 bedroom 4 person units).
- The scale and layout of proposed built form would be appropriate for the site and the design and appearance of the building would be acceptable in the context of the variation of properties in the surrounding area.
- 150 Ballards Way is on a higher land level and the separation distance and massing arrangement is such that there would not be undue harm caused to the residential amenities of the occupiers of this property. There is no immediate neighbouring property to the south of the site. There would be no undue harm to the residential amenities of adjoining properties.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts. Private amenity space would be provided for each flat, along with a generous communal garden.

- 1 parking space per unit is considered to be suitable given the PTAL rating and the mix of units, with the proposed layout acceptable in streetscene terms.
- The new access to be created would comply with highway safety requirements, with adequate turning arrangements for vehicles within the site. The development 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.

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: 69

Objecting: 67 Supporting: 0 Neutral: 2

No of petitions received: 0

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

Summary of objections	Response
<i>Green Belt Considerations</i>	
<ul style="list-style-type: none"> • Impact on wildlife, vegetation and wildlife habitats • Impact on Metropolitan Green Belt 	<p>The site is not located within Green Belt and in view of the significant tree cover to the south of the site and the heavily treed boundary, the extent of openness would be maintained – even with a more substantial building proposed as part of this redevelopment.</p> <p>The site is adjacent to areas of importance for nature conservation and protected species are likely to be present and make use of the site. The ecological position has been thoroughly researched with appropriate mitigation proposed to ensure that flora and fauna are properly taken into account.</p>
<i>Family Housing</i>	

<ul style="list-style-type: none"> • Loss of family housing and inadequate replacement accommodation • Loss of garden space 	<p>The scheme would not result in the net loss of three-bedroom accommodation with 2 replacement 3 bed units re-provided alongside 4x2 bed (4-person units). The scheme would provide a high percentage of family accommodation and would meet the need for such provision.</p> <p>A substantial amount of rear garden space would be retained – providing opportunities for communal amenity space for future occupiers as well as ample space for ecological mitigation and potential habitat enhancement.</p> <p>Whilst the footprint of the proposed building would be larger than the existing building, a substantial amount of garden space is retained for the occupiers of the flats in keeping with the wider character of the area. The indicative layout shows how this will be arranged to allow simultaneous use by different residents, with full details to be agreed at condition stage.</p>
<p><i>Residential Amenity Considerations</i></p>	
<ul style="list-style-type: none"> • Impact on residential amenity of adjoining occupiers – loss of privacy and light, noise and disturbance, visual impact 	<p>In view of the change in levels between the application property and 150 Ballards Way and the proposed relationship between both properties, officers are satisfied that the scheme would not lead to an acceptable loss of amenity to the immediate neighbour. Privacy would be protected through use of obscure glazing on the boundary and some balcony screening (5th level)</p>
<p><i>Access and Parking</i></p>	
<ul style="list-style-type: none"> • Traffic congestion/Impact on highway safety • Inadequate parking provision 	<p>Whilst the site has a relatively low PTAL level (PTAL 2) the site is relatively close to bus and tram services and on-site car parking is proposed in the form of 1-1 car parking. Cars would be able to manoeuvre on site and exit safely in forward gear.</p>
<p><i>Design and Scale of Development/Overdevelopment of the site</i></p>	
<ul style="list-style-type: none"> • Character of the area and design 	<p>The current bungalow represents an under-utilisation of this relatively</p>

<ul style="list-style-type: none"> • Flats are not in keeping with the area • Overdevelopment 	<p>substantial site and there is variety of built forms in the immediate vicinity. Consequently, there is no basis to suggest that flats are unacceptable in principle. The mass and scale of development is acceptable in view of the change in levels with mass suitably broken down with interesting interplay of differing architectural forms.</p> <p>The density of development is appropriate to the area and respects the amenities of immediate neighbours and scale of development found in the immediate vicinity. The site is considered to be of a sufficient size to accommodate the quantum of development proposed and the building sits comfortably in its context, providing acceptable levels of parking, internal layouts and amenity space in accordance with policy requirements. It is not considered the proposal would constitute overdevelopment.</p>
<i>Environmental Considerations</i>	
<ul style="list-style-type: none"> • Noise, dust and disturbance from construction works • Flood risk 	<p>It is inevitable that there will be some noise and dust associated with construction activity but this will be short lived and will in any case be controlled and managed through a construction logistics/management plan.</p> <p>The area experiences low levels of surface water flooding – and the applicant will be required to install sustainable drainage techniques and other forms of mitigation to ensure that surface flooding is not made worse as a consequence of the development. rear wall of this neighbouring property.</p>

6.3 Councillor Helen Pollard has objected to the scheme, making the following representations:

- Overdevelopment
- Out of character
- Harm to residential amenities of adjoining occupiers – overlooking and visual intrusion

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 Quality and design of housing developments
- 3.8 Housing choice
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 Parking
- 7.2 Designing out crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change

- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 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;
- Ecology and biodiversity;
- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Flood risk and sustainability;
- Trees and landscaping;
- Other planning matters

Principle of development

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The application is for a flatted development providing 8 high quality homes (meeting a variety of housing needs) within the borough in an established residential area. The existing bungalow to be demolished was originally built with two bedrooms, and has since been extended so the current floor area is over 130sqm. The scheme would therefore result in a net gain of family sized accommodation on site, with 2 x 3 bedroom units and 4 x 2 bedroom four person flats contributing to the Council's strategic targets for this type of accommodation. It is considered the principle of development is acceptable, subject to a consideration of the material impacts.

Townscape and Visual Impact

- 8.3 The development would comprise a three/four storey apartment block, but as the building would be set into the ground (reflecting existing topography) the maximum height would be generally level with the neighbouring property to the north with the fourth storey lower than the existing neighbouring ridge line. In this sense, the built form would reinforce the character of the general street-scene (which is generally varied) with buildings stepping down to reflect land level changes. The massing would be appropriately broken up and staggered, with the floors stepping back as the height increases, thereby respecting the predominant building line. The undercroft access to additional parking spaces would minimise the amount of hardstanding on the frontage and would utilise the topography reflecting the arrangement of the garage of the neighbouring property.
- 8.4 The surrounding area is mostly made up of detached dwellings of varied form and design, so there is no set style to adhere to in this respect. In this context the approach to develop the site is considered acceptable. A contemporary design is proposed, with tiered elements stepping away from the boundary as the height increases. The entrance and stair core is proposed to be centralised and emphasised as a feature, with a consistent approach to fenestration and balustrading creating a clear theme across the elevations. Materiality is varied and includes brick, render and metal cladding on the upper levels to create visual interest. A condition to secure final details of these materials is recommended, to ensure these are high quality and blend well together.



8.5 Overall, the application site is a generous plot of significant depth within an established residential area, which is capable of accommodating additional units to maximise its use. The proposal, including the scale and massing of the building, would be in keeping with the overall pattern and layout of development in the area with an appropriate design approach. The development would comply with policy objectives in terms of local character. The scheme would not represent over-development of the site, especially as the scheme focusses more on family rather than non-family accommodation. The site is constrained by the neighbouring Green Belt as well as the adjoining Nature Reserve and Areas of Importance for Nature Conservation which to a certain extent limits the potential of the site to be more intensively developed. It is important that a large rear garden is retained, to give scope for communal amenity space as well as areas where biodiversity of the site can be enhanced.



Front View



Front View



8.6 The site is not included within the Green Belt – and in view of the heavily vegetated boundary with the Green Belt, the development should not have any significant impact on its general degree of openness.

Ecology and Biodiversity

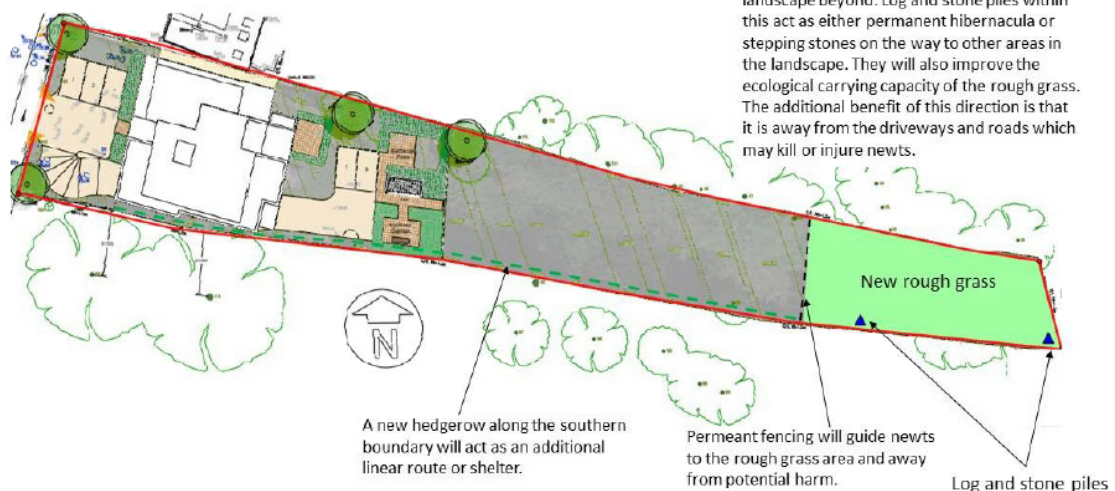
8.7 The site directly borders Bramley Bank Nature Reserve, a designated Site of Nature Conservation Importance of Grade 1 importance – the highest rating. The applicant submitted a Preliminary Ecological Appraisal with their application, which reviewed the likely impacts of the development on the designated site and on protected and priority habitats and species. The survey identified the potential for protected species on site including Bats and Great Crested Newts (GCN) on

site. Since the initial submission of the application, further ecological information has been provided by the applicant which has been considered and assessed by the Council's independent ecology advisor.

8.8 The applicant's appraisal identified that there are four ponds within 500m of the site that could provide suitable breeding habitat for GCN, 3 of which are known to have breeding populations. The remaining pond surveyed tested negative for GCNs, indicating a likely absence of this species in the pond. However, as the other ponds in the impact area are known to be positive breeding sites, it is likely that they would be present on site and the applicant's survey concluded that there was a high likelihood that demolition and clearance work may kill, injure or trap GCN using the habitat within migration distance of the ponds. In response to this, the applicant has provided a GCN Mitigation Plan to set out a strategy for protection, mitigation and habitat enhancements. These include the trapping and translocation of newts to a newly created receptor site to the rear (enclosed with a newt fence) with replacement habitats introduced and enhanced for newt use. Officers are satisfied that these measures are acceptable, subject to the imposition of a robust set of conditions to ensure these are secured and implemented in full. Pre-commencement conditions are also necessary to require submission to the Council of a European Protected Species licence (if granted) and a finalised biodiversity enhancement plan to agree definitive location and details of habitats to be created. With these conditions officers are satisfied that impacts will be minimised to an acceptable degree.

To be incorporated into the European protected species licence (EPSL) for the site, which will also include 30 days of trapping effort

A new rough grass area (~350m²) to the east of the site will create a foraging area to offset the loss of ~430m² amenity grassland and also act as a soft barrier to the landscape beyond. Log and stone piles within this act as either permanent hibernacula or stepping stones on the way to other areas in the landscape. They will also improve the ecological carrying capacity of the rough grass. The additional benefit of this direction is that it is away from the driveways and roads which may kill or injure newts.



8.9 Further mitigation measures are recommended and considered necessary to address impacts on other protected and priority species including bats and badgers and address the potential impact on the adjoining Site of Nature Conservation Importance. Some are covered under the above mentioned conditions (ensuring the recommendations of the ecological appraisal are carried out in as specified and full details are drawn up in a biodiversity enhancement plan to be agreed by the Council) and others are subject to separate conditions. These includes the submission of the detailed design of a wildlife sensitive lighting scheme for the site, installation of bird and hedgehog boxes and

landscaping to encourage biodiversity including a boundary hedgerow, log piles and long grass.

- 8.10 The Council has certainty of the likely impacts on protected species and sites. Through the imposition of planning conditions and work undertaken to date, the local planning authority has operated in accordance with its statutory duties relating to biodiversity and national and local policy requirements.

Impact on Neighbouring Residential Amenity

- 8.11 The property most affected by the development would be the immediate neighbour at 150 Ballards Way. This is a detached property with accommodation across three floors, given the change in land levels. Whilst there are side facing windows to this property (facing onto the application site) these are secondary windows serving rooms with a dual aspect. This detached property is on a higher land level than the application site, which together with the arrangement of the massing, ensures that the impact on light and outlook from the development would be acceptable. The proposed lower ground floor level would project slightly beyond the rear of this neighbouring property (ground floor) but would be set at a lower level. The ground floor element would project further into the garden, but would be set approximately 4 metres off the site boundary with 150 Ballards Way. The stepped massing of the upper floors away from the boundary would limit any detrimental impact on light and outlook to the side and rear windows of this neighbouring property. The impact on light and outlook is considered acceptable.



- 8.12 Representations have raised concerns about the proposed balconies to the rear. 150 Ballards Way has an existing rear raised patio set above the garden of the

application site with a fairly open boundary so there is presently a degree of mutual overlooking between the two sites. Notwithstanding this, the proposed balconies have been arranged to minimise opportunities for overlooking. Although the distance (from the 5th level balcony to the property boundary) would be over 9 metres, a condition requiring screening to be incorporated onto the top floor balcony is recommended, to prevent side facing views from this height towards the neighbouring garden. A condition should also be imposed to ensure north facing windows at 2nd and 4th floor level are obscurely glazed and non-opening up to 1.7m above internal floor level. With these conditions and in view of the overall design of the proposed development, the degree of overlooking would be minimal and acceptable.

- 8.13 In order to accommodate an appropriate amount of parking on site, two spaces are proposed in the rear garden. These would be set away from the boundary with 150 Ballards Way (by over 5 metres) and would be set lower than the neighbouring garden (given the topography). It is important that landscaping is provided along the shared boundary to mitigate against any potential impact from light or noise pollution, which can be secured by an appropriately worded condition.
- 8.14 Properties to the west of the site (fronting onto Hollingsworth Road) are sited a significant distance away across Ballards Way beyond a thick line of mature vegetation, so the visual impact of the development would be minimal. It is not considered there would be any harm caused to the residential amenities of the occupiers of these properties.
- 8.15 Taking into account all factors, officers are satisfied that the relationship with the adjoining occupiers is acceptable.

The standard of accommodation for future occupiers

- 8.16 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards. All units are dual aspects with adequate access to light and outlook. In terms of layout, each unit would benefit from an open plan living, kitchen and dining area.
- 8.17 Each unit would have access to an area of private amenity space in the form of a balcony or terrace, as well as a communal garden for all residents to the rear. Provision has been made, at this stage, for a barbecue area and sensory garden to allow varied usage of the garden by residents at the same time. Full details of these areas, along with management of the remainder of the communal garden, is to be secured by condition. This would meet the requirements set out in policy, including in the London Housing SPG.
- 8.18 Level access can be achieved from the parking areas to the lower ground/ground floor duplex unit and to the main entrance to the building where there is a lift serving all floors. A disabled parking space would be included in the undercroft area closest to the main entrance.
- 8.19 It is therefore considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

Parking and highways

- 8.20 The site has a PTAL rating of 2 which indicates poor accessibility to public transport.
- 8.21 Current transport policy generally seeks to reduce on-site parking in areas with good PTAL rating and encourage sustainable transport methods. 8 parking spaces are proposed, which equates to 1 space per unit on site. Maximum London Plan parking standards state that for 1-2 bedroom units, less than 1 space should be provided and for 3 bedroom units, up to 1.5 spaces should be provided. The development would accord with these parking standards, along with the provision of 11 cycle parking spaces. There is unrestricted parking along Ballards Way and it is not anticipated the development will have a detrimental impact on parking in the road.
- 8.22 An existing access would be closed and a new access created in the centre of the site. This is considered to be an improvement on the existing situation in terms of highway safety, where currently visibility splays are restricted by vegetation in the neighbouring nature reserve. Pedestrian visibility splays have been shown either side of the new access which can be maintained over the lifetime of the development through use of planning conditions. The proposed access road would be of an acceptable width alongside vehicle turning spaces to allow cars to enter and exit the site in a forward gear. The level of vehicle movements should not be overly significant. With conditions, including works to the highway to make good where the existing dropped kerb is removed, the development is acceptable in terms of highway safety and efficiency.
- 8.23 The location of refuse and cycle storage is acceptable. The refuse store would be integrated into the building footprint, accessed via the vehicular undercroft adjacent to the main entrance to the building. Whilst the cycle store would be sited in the rear garden, access is directly adjacent to the driveway making it easily accessible for residents cycling into the site. These elements of the development are considered acceptable.
- 8.24 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work along this stretch of Ballards Way does not undermine the safety and efficiency of the highway.
- 8.25 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Trees and Landscaping

- 8.26 There is no TPO covering any trees on site. In closest proximity to the development there are two prominent mature trees off site in the adjacent woodland. The applicant's submitted tree survey demonstrates that the development would not compromise the stability and health of these trees. Tree protection barriers are proposed to denote an exclusion zone during construction for the adjacent woodland and rear of the site. The development should be carried out in accordance with these documents, to be secured by condition. A full hard/soft landscaping scheme, including details of amenity space, planting

surrounding the parking areas and SUDs details would also be secured by condition.

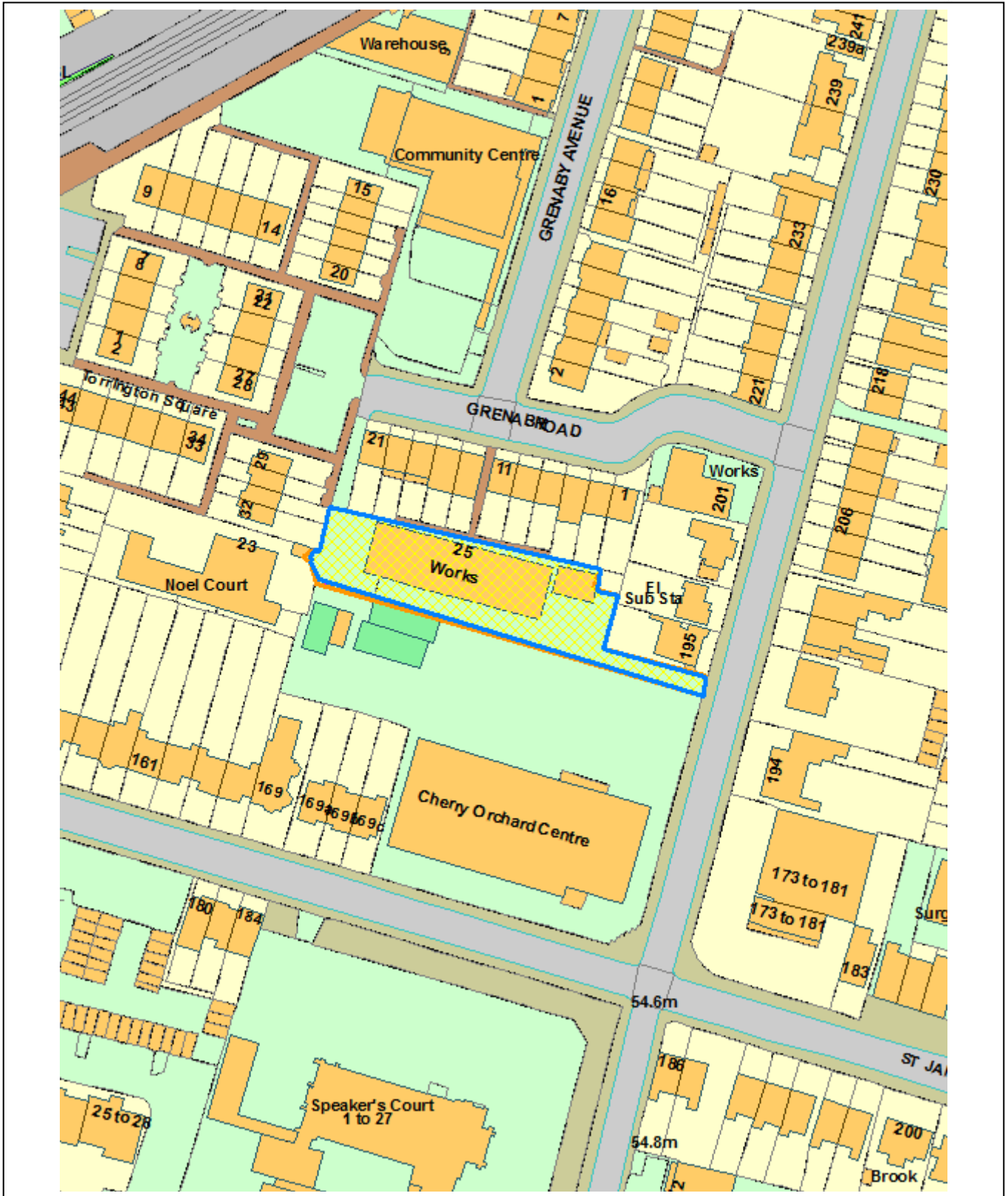
Flood Risk and Sustainability

- 8.27 Part of the application site lies within a surface water critical drainage area and the applicant has provided a flood risk and drainage strategy statement to address this. This advises that the site is at low risk of surface water flooding, and proposes mitigation measures in response to this including raised finished floor levels, permeable paving and installation of water butts. These measures are considered acceptable in principle, with an appropriately worded condition to obtain the detailed design information.
- 8.28 Conditions are recommended in relation to carbon emissions and water use targets for the development. The development should achieve a minimum of 19% reduction in carbon dioxide emissions beyond Building Regulations (2013) and a water use target of 110 litres/person/day as set out in Building Regulations, to meet policy SP6 of the CLP (2018).
- 8.29 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare

Conclusions

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

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1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/04281/FUL
 Location: Works, 25 Grenaby Road
 Ward: Selhurst
 Description: Alterations, Demolition of ancillary store room, Use as Place of Worship with associated community and pastoral activities.
 Drawing Nos: 1812/D-(00)- ; 1812/D-(00)-2 ; 1812/D-(00)-3 ; 1812/D-(00)-4 ; 1812/D-(00)-5 Rev A
 Agent: PD Planning UK Ltd
 Applicant: Grace Tabernacle Christian Ministries
 Case Officer: Mr D A Gibson

1.1 The application is being reported to Planning Committee as the total number of resident objections received exceeds the threshold of officer delegated authority and in accordance with the Committee Consideration Criteria it is therefore reported for Consideration by the Planning Committee.

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 a Grant of planning permission subject to the following conditions, legal agreement, and informatives :-

1. In accordance with the approved plans.
2. Development to be implemented within three years.
3. Personal planning permission – Grace Tabernacle Christian Ministries.
4. Matching materials to be used in works to existing building.
5. Submission of following details to Council for approval : Cycle storage enclosure (appearance) ; Refuse storage enclosure (appearance) ; Security lighting ; Electric vehicle charging point (manufacturer detail)
6. Except in the case of nationally recognised religious festivals which shall not exceed in total 4 nights in any one calendar year, all activities shall cease by 2200 hours on any day and the premises vacated and access gates shut by 2230 hours. Except in the case of emergencies no person shall be permitted to enter the site until 0600 hours the following day.
7. In the case of the 4 nationally recognised religious festivals all activities shall cease by 0200 hours and the premises vacated and access gates shut by 0300 hours.
8. The actionable measures of the Noise Impact Assessment report dated 17/08/2018 as submitted with the application shall be implemented prior to

- the commencement of any of the specified uses and shall be retained in the forms specified for so long as the specified uses are in existence.
9. No sound amplification equipment shall be used for worship services until noise limiting and cut-out devices have been fitted to the electrical supply and connected to windows and external doors. These devices should cut out the supply to amplified sound when windows and external doors are opened. Such fixtures and fittings shall be implanted and retained as such for so long as the worship services are in existence.
 10. The external staircase to the building shall be used for the purposes of emergency access only.
 11. The number of persons on site at any one time shall not exceed more than 150 persons.
 12. The maximum number of children attending the day nursery shall not exceed more than 20 in total.
 13. Prior to commencement of the specified uses a Green Travel Plan shall be submitted to the Local Planning Authority for its written approval. Once approved the actionable measures of the Green Travel Plan shall be implemented prior to the commencement of any of the specified uses and shall be retained in the forms specified for so long as the specified uses are in existence.
 14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Removal of site notices
2. The developer should make provision for car park management arrangements, such as marshalls, in the Green Travel Plan, to ensure the safe movement of vehicles on site.
3. Any other informatives considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Alterations, Demolition of ancillary store room, Use as Place of Worship with associated community and pastoral activities.
- 3.2 An amended plan was invited / submitted to improve the overall parking layout and position of refuse storage.

Proposed Ground Floor

Place of Worship 280m²

Training Room 50m²

Day Nursery 63m² (two activity rooms) – Maximum 20 children.

Proposed First Floor

Meeting Rooms - to be used for ancillary administrative purposes ; unaffiliated community groups ; support to promote local businesses ; pastoral care.

Proposed Activities

	Morning (09.00 - 12.00)	Mid Afternoon (12.00 - 15.30)	Late Afternoon (15.30 - 18.00)	Evening (18.00 - 21.30)
Monday	Department Planning	Counselling	Counselling	Counselling
Tuesday	Coffee Morning	Counselling	Homework Club	Bible Study
Wednesday	Community Support	Lunchtime Prayer	Homework Club	Prayer Meeting
Thursday	Counselling	Lunchtime Club	Homework Club	Church Service & Counselling
Friday	Community Support	Community Support	Youth Zone	Choir Rehearsals
Saturday	Morning Prayer	Community Activites	Community Activites	Community Activites
Sunday	Sunday school	Church Service	Youth Service	

Maximum number of individuals on the premises at any one time

	Morning (09.00 - 12.00)	Mid Afternoon (12.00 - 15.30)	Late Afternoon (15.30 - 18.00)	Evening (18.00 - 21.30)
Monday	5	5	5	0
Tuesday	40	5	25	30
Wednesday	30	30	25	30
Thursday	20	30	25	30
Friday	30	30	30	30
Saturday	15	75	75	150
Sunday	50	150	50	100

Site and Surroundings

- 3.4 The site comprises a vacant former workshop building set within an industrial backland plot to the south of Grenaby Road and west of Sydenham Road. The site has been vacant since April 2014 and it was formerly in use as a print works.
- 3.5 The building comprises a ground floor warehouse, with offices on a part mezzanine level. There are single storey rear extensions to the eastern end of the property.

- 3.6 The building is finished in a combination of pebble-dashed render, painted brickwork and profiled metal cladding. The buildings have single and double glazed uPVC and aluminium windows, uPVC/aluminium doors and a mix of mineral felt covered flat roofs and mono-pitch cement roof. The principal entrance to the building is at the western end of the building, with an external metal staircase providing access to a first floor reception area. There is also a double width entrance door at ground floor level in this elevation which appears to be the former unloading bay. A further door is located in the central part of the southern elevation adjacent to a flat roofed plant enclosure. The building provides approximately 530m² of floorspace on the ground floor and approximately 270m² at first floor level.
- 3.7 The land adjacent to the buildings within the site is almost entirely hardsurfaced, providing access, servicing and parking arrangements. There are no marked parking bays within these areas, although there appears to be informal off-street parking for 5 vehicles at the western end of the building, and larger informal parking areas for parking and unloading to the southern and eastern sides.
- 3.8 There are two vehicular access points into the site, either from a shared yard and gated drive from Grenaby Road to the north, or a gated access from Sydenham Road to the east.
- 3.9 Surrounding area is mixed in character. Land to the south of site forms part of Cherry Orchard Community Garden Centre for people with disabilities. The main building fronts St James Road, and it has an extensive car park behind it with a vehicular entrance from Sydenham Road, adjacent to the application site's vehicular entrance. Horticultural buildings, and land used for the growing of plants are located within the north-western corner of the centre, adjacent to the southern boundary of the application site. Land levels within the garden centre are in part slightly higher than the application site, and contained by a retaining wall along the boundary. There are also some trees and vegetation along this boundary. There is a service gate to the garden centre in the north-western corner, that is accessed through the Grenaby Road access, shared with the application site.
- 3.10 To the north of the site is a terrace of two storey residential houses, whose rear gardens back onto the northern boundary of the site. Grenaby Road and Grenaby Avenue to the north are both cul-de-sacs, comprising primarily two storey 1930's terraced houses. At the western end of the road there is a more modern development of two storey houses arranged around communal parking areas. The northern access to the application site is adjacent to these properties. There is also a Children's Care Centre in Grenaby Avenue, also with a dedicated car park.
- 3.11 The western access to the site also provides access to Noel Court, a two storey building in use as flats, located to the west of the application site. This building appears to have originally been constructed for office purposes, and has a parking forecourt to its frontage.

- 3.12 Yellow lines prevent on-street parking Monday to Saturday between 7am and 7pm in Sydenham Road, and between 9am and 5pm in Grenaby Road.
- 3.13 The site is within a Controlled Parking Zone, being within the “East Outer Permit Zone”. This restricts parking to marked “pay and display” bays or “residents parking” bays within designated areas.
- 3.14 The site has a Transport for London Ptal rating of 5 to 6B (the majority of the site itself appears to fall within a Ptal 5 quadrant).

Relevant Planning History

- 3.15 03/03827/P - Demolition of existing buildings; erection of 2/3 storey block to provide 11 two bedroom and 1 one bedroom flats; erection of bin store; formation of vehicular accesses onto Grenaby Road and Sydenham Road and provision of 11 parking spaces.
The application was withdrawn.

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development
- The proposed development would not cause significant harm to neighbouring properties' living conditions.
- The level of parking provision is considered appropriate, striking the appropriate balance between promoting sustainable modes of transport, whilst providing some car parking space capacity. The proposed development would not have an adverse impact on the operation of the highway.

4.0 CONSULTATION RESPONSE

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

5.0 LOCAL REPRESENTATION

- 5.1 A total of 41 neighbouring properties were notified about the application and invited to comment by the way of letter. Site Notices were also erected. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

30 individual responses: 29 Objections : 1 Supporting

- 5.2 The following summarised issues were raised in representations that are material to the determination of the application, and they are addressed as appropriate the next section of this report:

Objections

- Increased noise / disturbance from number of patrons / activities.
- Increased traffic / parking pressure from number of patrons / activities.

- Excess parking on single yellow lines on local roads will inhibit HGV vehicle parking of nearby storage business.
- Excess parking on local roads will impede access to local road for emergency service vehicles.
- Loss of privacy.
- Detrimental to site safety.
- Increased pollution.
- Cumulative effect of places of worship within locality.

Supporting

- Supports the application (no specific reason given).

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan 2012.

6.2 Government guidance is contained in the National Planning Policy Framework (NPPF), issued in 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:

- Chapter 4 – Decision making.
- Chapter 8 – Promoting healthy and safe communities.
- Chapter 9 – Sustainable transport.
- Chapter 11 – Making effective use of land.
- Chapter 12 – Achieving well designed places.

6.3 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:

- Policy 3.1 Ensuring Equal Life Chances for All.
- Policy 3.16 Protection and Enhancement of Social Infrastructure.
- Policy 4.4 Managing Industrial Land and Premises.
- 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.

6.4 A new draft London Plan has been out for public consultation which expired on the 2 March 2018. The GLA current program is to have the examination in public of the Draft London Plan in Autumn 2018, with the final London Plan published in Autumn of 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.

6.5 Croydon Local Plan (2018) - The new local plan was adopted on the 27th February 2018. The main relevant policies to this application are as follows:

- SP1: The Places of Croydon.

- SP3 : Employment
- SP3.2 Protection of Employment Land
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- SP4.2 Be informed by opportunities of Place and enhance social-cohesion and wellbeing.

- SP5 : Community Facilities
- SP5.4, SP5.5 & DM19.2 : Providing New Community Facilities
- SP5.6 : Places of Worship

- DM10: Design and Character.
- DM10.2 Appropriate parking and cycle parking design.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing.
- DM10.9 Lighting and light pollution.
- DM13: Refuse and Recycling.

- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.15 Ptal ratings
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

- DM36 : Place: Broad Green and Selhurst

7.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Townscape and Amenity Issues
- Impact of the development on parking and the highway

Principle of Development

- Loss of Employment Use and Provision of Places of Worship / Community Uses
- 7.2 Policy SP3.2 of the Croydon Local Plan adopts a '4-tier' approach to the retention and redevelopment of land and premises relating to industrial/employment activity, even where they are vacant. However, policy also specifically sets out what the 'permitted uses' will be these sites.
- 7.3 For a Tier 4 site the permitted uses not only include light industrial, factory and storage use, but also education and community uses where a site has a TfL Ptal rating of 3 or above. The Policy promotes the provision of places of worship and pre-school facilities. This is on the basis that places of worship being appropriate for the scale proposed, the likely number of people attending, and the extent of the catchment area or the extent from which members and visitors would be attracted. The location must also be accessible by a variety of modes of transport and ensure that the anticipated demand for car parking and increased traffic would not have any adverse effect on residential amenity. The use must not cause unacceptable noise and disturbance or other potential harm to character and amenities of adjoining residential occupiers.
- 7.4 It is worth noting that the background text to the Policy advises '*The Council is aware that D1 (such as Places of Worship) uses can struggle to find suitable premises. This has led, in the past, to situations where 'Tier 1' type premises have been lost to community uses to the detriment of the area's business function. Allowing the change of use or redevelopment of 'Tier 2 and 4' premises in the more accessible locations, to D1 use class activities (non-residential institutions), not only helps safeguard 'Tier 1' for continued industrial uses, it also opens up a significant supply of premises for community uses/groups to consider. Restricting this flexibility to higher PTAL locations means that uses which attract large numbers of visitors will be able to make more use of public transport.*
- 7.5 Therefore, the loss of employment use and provision of a place of worship with associated pastoral activities and day nursery would comply with policy in principle.

Townscape and Amenity Issues

- Affect on Appearance of Building and Site
- 7.6 Policy promotes high quality sustainable design and seeks to protect adjoining and nearby occupiers from loss of privacy, loss of light, loss of outlook, adverse visual intrusion, and pollution resulting from development, such as noise and disturbance.

7.7 The demolition of an ancillary storage room would be acceptable as it has no architectural merit. There would be works of making good undertaken to the main building (i.e. replacement roof, replacement doors and windows, level access to entrances) are proposed. The main alterations would be two new windows and a set of doors to the NW elevation, two lantern light windows and set of doors to the SW elevation, and a set of doors to the SE elevation, rendering and replacement brickwork. Works of making good and the other alterations are proposed to be carried out in materials to match the existing building. The works and additional windows / doors are relatively minor and would not adversely affect the visual amenity of the building, site, or surroundings. Due to the minor nature of the works the proposed alterations would have no adverse effect on the amenities of adjacent or nearby occupiers.

- Affect on Residential Amenity

7.8 The site is close to residential properties. From the information provided, the largest activity, the congregation for the place of worship, would occur at weekends. The worship times would be dispersed over the weekends. The 'maximum' number of people on the premises would be 150 persons and this would be confined to an early Sunday afternoon worship service.

7.9 Other services and other activities would attract a lesser number of people and activities would not extend beyond 21.30 hours, although it is likely that people (staff) would be on site after those hours for cleaning, administration and to lock-down the site. The proposed timetable of activity is comparable to similar places of worship with associated multi-community uses.

7.10 In this instance, the applicant proposes to mitigation in the form of sound insulation measures to be incorporated into the fabric of the building. A Noise Impact Assessment submitted with the application also sets out a number of mitigation measures which are designed to minimise noise and general disturbance. The measures set out therein could also be secured by condition.

7.11 Notwithstanding that, it is recommended to restrict the following through conditions :

- The hours of operation of the place of worship and associated community uses;
- The maximum number of persons that can be on site at any one time.

7.12 Other mitigation measures to control noise pollution from the uses can also be recommended to be secured by condition, including :

- Noise Limiting Devices to cut out noise if doors/windows are opened.

- Requiring all windows and external doors are closed during amplified music and speech.
- 7.13 The site would provide sufficient off street parking for the majority of activities taking place within the building. The main parking area will be on the southern and eastern side of the building, and would be accessed from the Sydenham Road entrance. The movement of vehicles within this existing parking and servicing area would not therefore cause any adverse disturbance to local residents over and above that which may have been or could be experienced with an industrial use of the premises.
- 7.14 The provision of a physical barrier in the form of the nursery play space will also prevent vehicles from circulating through the site to / from the Grenaby Road entrance and would thereby reduce traffic movement through the more residential Grenaby Road. Therefore, the proposal would not result in adverse increased noise / disturbance from the car park area.
- 7.15 The parking spaces to the western side of the building would be retained for the pastor and staff that may be employed in the premises and would only be accessible from Grenaby Road. There would be no change in vehicle movements into or out of Grenaby Road compared with the existing arrangements, and consequently it is considered there would be no adverse impact on the amenities of the adjoining occupiers.
- 7.16 The applicant advises that all members and visitors to the site will be advised to leave the premises quickly and quietly, and to respect their neighbours. They would also be encouraged to walk, use public transport, or car share so as to minimise vehicle movements and any associated noise and disturbance.
- 7.17 The proposed nursery use would operate from within the building and have an outside play area (to the southern side of the main building). The nursery would be able to operate independently from the place of worship. It would accommodate a maximum 20 children at any one time and operate between 0700 and 1800 Mondays to Fridays only. If operating at this capacity the nursery use is anticipated to provide the equivalent of 7 full-time jobs. The outside play space would be provided between the building and the adjoining Cherry Orchard Garden Centre grounds. As a result, it would not adversely impact on the amenities of any residential properties.
- 7.18 In summary, for the majority of times, the building will have a low level of use, so and it is considered it would not result in any adverse noise or disturbance to the amenities of surrounding residential properties. In many respects it would have a significantly less impact in this respect compared with the former printing works that could have operated 7 days a week, 24 hours a day.
- 7.19 While there may be more people on the premises at weekends, these occasions would be for short periods only, when the main religious services take place. Therefore, while these larger congregations of people may cause some increased noise and disturbance it would be for short periods of time only and mitigation measures can be put into place and secured by condition.

- 7.20 It is acknowledged that a number of residential objections have expressed concern about noise and disturbance emanating from the use. However, it is not uncommon for places of worship with associated community facilities to be located within residential areas. With the proposed mitigation measures to restrict noise and disturbance that can be secured as conditions of planning permission it is considered that the proposed development would not lead to adverse noise and disturbance to adjacent and nearby residential occupiers.

Impact of the development on parking and the highway.

- 7.21 Policy promotes sustainable travel choice. The site is located in an area with a Ptal of 5 to 6B so has good access to public transport. There are several local bus routes on nearby St. James's Road and the site itself is a short walk to Croydon Metropolitan Centre.
- 7.22 Provision would be made for a total of 17 off-street parking spaces on the site. Of these, 5 parking spaces would be accessed from the Grenaby Road entrance (as per the existing arrangements), while the other 12 parking spaces to the east and south of the building would be accessed from the Sydenham Road entrance, which would be the main visitor entrance / exit. Provision is also made for 4 disabled car parking spaces.
- 7.23 There are no specific car parking standards set out for community uses. In this case, the amount of off-street parking would be acceptable in the context of the site and surroundings. It would allow some off-street parking for staff and visitors, while the location of the site in a controlled parking zone would provide some short-stay visitor parking.
- 7.24 An electric car charging point would also be provided within the parking area. The applicant would also produce and implement a Green Travel Plan to give further encouragement to all employees and visitors to walk, cycle or use public transport, or to car share as appropriate. This can also be secured by condition.
- 7.25 The location of the some of the parking spaces would require management/marshalling in order to operate safely and this matter could form part of a Green Travel Plan to be secured by condition. The Green Travel Plan could also include measures to encourage patrons not to drive to the site premises and not to park in a manner that would inconvenience local residents and businesses.
- 7.26 A cycle store would be provided within the site and a changing room and shower facilities will be provided within the building. A total of 10 cycle spaces would be required.
- 7.27 The applicant has submitted evidence (land registry documents) during the course of the application that no right of way from Grenaby Road to the adjacent

flats at Noel Court would be impeded by the retention of the vehicle access from Grenaby Road and retention of the rear car parking area.

- 7.28 It is acknowledged that a number of residential objections have expressed concern about traffic and parking stress emanating from the use. However, the site is within a highly accessible location. With the appropriate mitigation measures put into place that can be secured as conditions of a planning permission it is considered that the proposal would not lead to undue traffic generation and parking stress to local roads.
- 7.29 The proposal would therefore not be detrimental to local traffic conditions on the adjacent highway network or on parking availability to local roads.

Other Planning Issues

- **Refuse storage**

- 7.30 Policy promotes the provision of adequately screened and conveniently located refuse storage.
- 7.31 The refuse storage would be provided adjacent to the main parking area of the site. It would be sited within 20 metres of the highway. Details of an enclosure can be secured by condition.

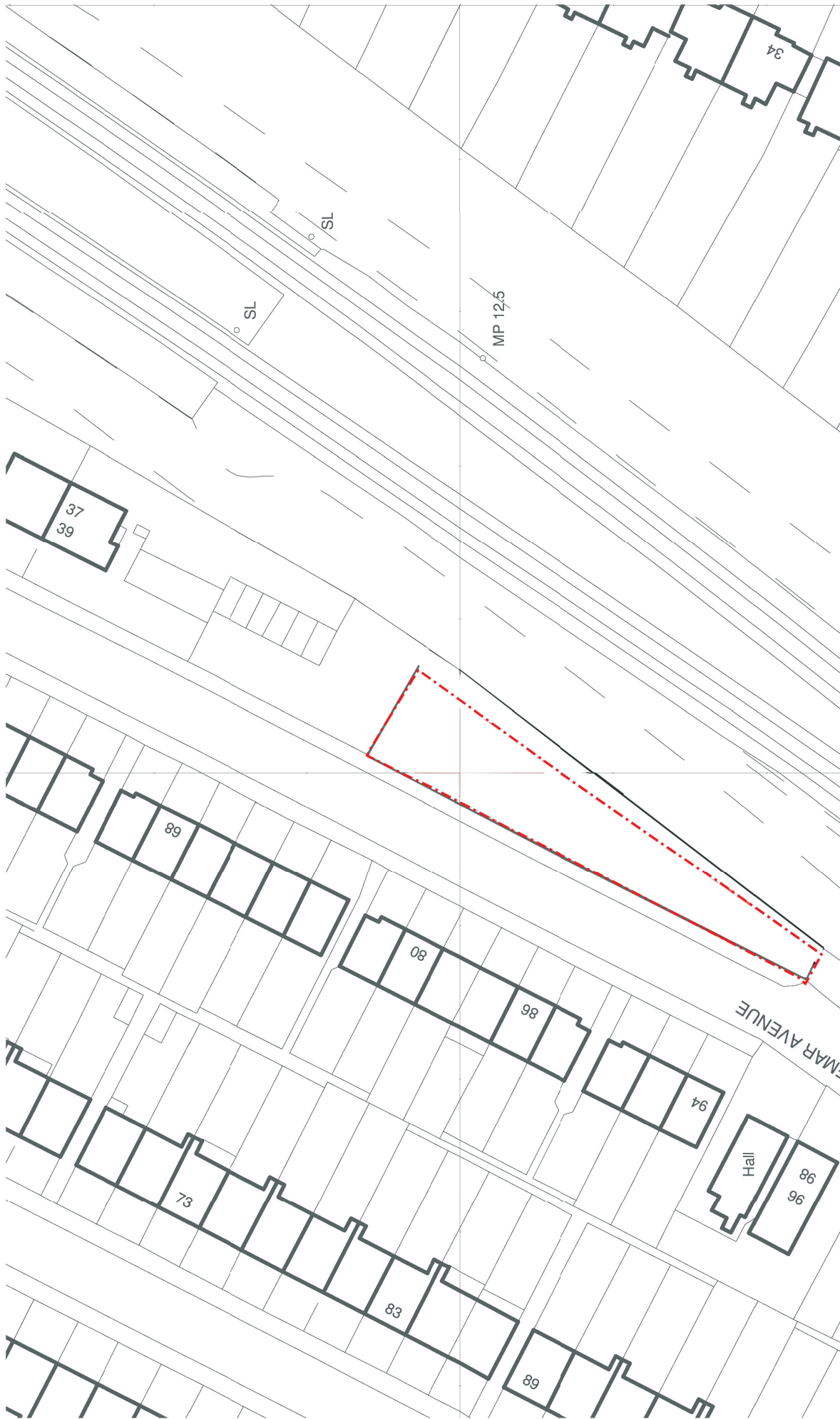
- **Security**

- 7.32 Policy seeks to ensure new lighting schemes do not cause glare and light pollution.
- 7.33 Full details of security lighting can be secured by condition.

8.0 Conclusion

- 8.1 The proposed development would make effective use of vacant brownfield land and would make provision for community facilities within a highly accessible location. With appropriate mitigation measures put into place it would not result in undue noise and disturbance, nor undue increases in traffic generation or parking stress to local roads.
- 8.2 All other relevant policies and considerations, including equalities, have been taken into account.

Contact: development.management@croydon.gov.uk



Client:		-	
Project Name:		Braemar Avenue	
Drawing Title:		Site Location Plan	
Project No:	Drawing No:	Revision:	Date:
OWG14	006	A	Sept 18
Drawn By:	Checked By:	Status:	Stage 1
JM	VP		

Date	11.09.2016	JM	VP
Date	11.09.2016	JM	VP
Drn by:	JM	Ckd by:	VP

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Scale: A3

Rev: Description:

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PART 6: Planning Applications for Decision

Item 6.4

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/04538/FUL
 Location: Land on the South East Side of Braemer Avenue, South Croydon, CR2 0QA
 Ward: Purley Oaks and Riddlesdown
 Description: Demolition of the existing garages and the erection of a three-storey residential block, comprising six residential units and the erection of a three-storey detached house, together with associated access, car parking and landscaping.
 Drawing Nos: OWG14-001D; OWG14-004E; OWG14-005F; OWG14-006A; OWG007A; OWG14- 008A; OWG14-009A; OWG14-014E; Drainage Strategy – Ref: 128326 – Dated: 07/09/2018; Transport Statement – Ref: WIE14428.100.R.1.2.1.TS – Dated 12/09/2018; External Noise Assessment – Ref: 8845.RP01.EBF.1 – Dated 12/09/2018.
 Applicant: Mr Matthew Arnold, The Oakwood Group
 Agent: N/A
 Case Officer: Rachel Gardner

	studio	1 bed	2 bed	3 bed	4 bed
Dwellinghouse	0	0	0	0	1
Apartments	0	2	4 (including 3 x 4-person)	0	0
Total	0	2	4	0	1

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	12

1.1 This application is being reported to committee because the ward councillor, Councillor Simon Hoar has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration.

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Construction logistics plan to be submitted

3. Materials and detailed drawings to be submitted, including window reveal minimum 120mm
4. Details of Refuse/Cycles/Boundary/Electric vehicle charging point/ visibility splays/ swept paths/ front parapet to be submitted
5. Hard and soft landscaping including defensible planting to provide privacy to windows, garden and path lighting to be submitted
6. Car parking provided as specified
7. Inclusive access ground floor
8. Windows in accordance with details of Noise Assessment
9. In accordance with Drainage Strategy including permeable paving
10. 19% Carbon reduction
11. 110 litre Water usage
12. Time limit of 3 years
13. 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) 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:

- Erection of a 3-storey building comprising 6 flats, including 2 x 1-bed flats and 4 x 2-bed flats
- Erection of a 3 storey 4-bed dwellinghouse
- Provision of 6 on-site car parking spaces (including 5 spaces for the apartment building and 1 space for the dwellinghouse)
- Provision associated refuse/cycle stores

3.2 The scheme has been amended during the application process, including relocation of the first floor balconies from the central to the side of the apartment building, removal of a number of windows on the rear elevation, alterations to the detailing of the rear elevation of the dwellinghouse, re-layout of the bin stores and alteration to the height of fences of the private amenity areas. It was not considered necessary to re-consult 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 site is bordered by Braemer Road on the east and the railway line on the west. The northern part of the existing site currently comprises two blocks of dilapidated garages containing 9 bays, 2 of which were in use at the time the application was made. The southern portion of the site comprises shrubland which has recently been cut back.



Fig 1: Aerial street view highlighting the approximate location of the site within the surrounding streetscene

- 3.4 The surrounding area is predominately residential in character with 2-storey terraced properties on the western side of Braemer Road and garages and 2-storey residential flatted buildings on the eastern side of Braemer Road.
- 3.5 The site has a PTAL of 3 and is located approximately 120 metres walking distance to Purley Oaks railway station.

Planning History

- 3.6 The site has no planning history, including planning applications, enforcement cases nor planning appeals, which are material to the assessment of the subject application.
- 3.7 Of relevance to this application is a scheme on the opposite side of the railway. Planning permission was granted for 5 x 3-storey buildings comprising a total of 37 residential flats and a 1-2 storey building (Ref: 16/06405/FUL).

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the loss of the existing garages is not anticipated to adversely affect the traffic and parking of the surrounding area and 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.
- 5.2 Network Rail were consulted on the proposal but did not respond.
- 5.3 Council's Environmental Heath team reviewed the proposed development and submitted external noise survey and they raised no objection, subject to the scheme being carried out in accordance with the recommendations contained within the report.

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 23 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, Councillor Simon Hoar etc in response to notification and publicity of the application are as follows:

No of individual responses: 5 Objecting: 5 Supporting: 0

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

Objection	Officer comment
<i>Design and appearance</i>	
Out of keeping with the surrounding area – 3-storey height, appearance and flat roof design	This is address in section 8.5- 8.11 of this report.
<i>Impact on amenities of neighbouring properties</i>	
Overlooking from front balconies	This is address in section 8.21 of this report
Visual clutter from balconies being used as storage areas	Storage is provided within flats. It is not anticipated that the balconies would be required for storage.
Noise impacts to neighbouring properties	This is address in section 8.22 of this report.
<i>Quality of Accommodation</i>	
Poor quality of accommodation due to noise and light from the railway	This is address in section 8.14 and 8.15 of this report
<i>Non-material matters</i>	

The proposed development will adversely affect the value of surrounding properties	This is not a material planning consideration.
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6.3 The following Councillors made representations:

- Cllr Simon Hoar (Purley Oaks and Riddlesdown Ward Councillor) objecting:
 1. Out of keeping with the streetscene by virtue of a flat roof

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. 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 play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

8.3 There are currently 9 lock-up garages located on the northern portion of the site. The applicant has stated that only two of these garages were in use as storage at the time the application was submitted. This is due to their dilapidated state and size which is mostly unsuitable for modern vehicles. As such, officers have no in-principle objection to the loss of these garages. This will be discussed further in section 8.23 of this report.



Fig 2: Image of the existing garages on the site

- 8.4 The application is for a single dwellinghouse and flatted development providing additional high quality homes within the borough, which the Council is seeking to promote, and also provides a larger sized dwellinghouse (four-bed) and three larger two-bedroom four-person unit, which the borough has an identified shortage of. 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

- 8.5 The existing site comprises dilapidated garages and shrubs which are not considered to positively contribute to the streetscene.
- 8.6 Whilst it is noted that the surrounding area predominately comprises 2-storey residential buildings, Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys. The proposal is for two three-storey buildings which complies with this planning policy. The topmost floor of the apartment building has been setback from the floors below, and the topmost floor within the dwellinghouse is provided within the roofspace.
- 8.7 The apartment building is of a substantial width and therefore the topmost storey, albeit setback from the front building line, assists in providing better proportions so that the building does not appear squat. It also provides for amenity space for the upper flat and expresses the top of the building. The corner balcony treatment, shadow gaps and brick detailing successfully visually breaks up the massing of this building. The flat roof is different from the typically pitched roofs found in the area but this is a more contemporary building and is not immediately adjacent to any existing buildings. References to the built form in the local area can be found in the proposed materials however.

- 8.8 The dwellinghouse has a pitched roof and is of traditional facing materials. It relates well to the apartment building by having similar materials and window treatments. The rear gable is relatively unusual but is appropriate as this faces the railway line and would not be dominant in the streetscene, being at the back of the site.
- 8.9 The proposed dormers on the dwellinghouse would comply with guidance within SPD2 as they are modestly proportioned, are subordinate to the pitched roof form and relate to the gaps in the fenestration on the levels below.



Figure 1 Proposed buildings

- 8.10 The apartment building has incorporated the refuse store within the building footprint which is considered suitable in order to minimise the visual impact upon the street. Details of material and design of the refuse store doors will be secured by condition. The proposed cycle store for the apartment building, and the refuse and cycle store for the dwellinghouse have been provided externally to the buildings and this is considered acceptable in this instance given the constraints of the site. The stores have been provided within convenient and accessible locations. Further details of their appearance and materials will be secured by condition.
- 8.11 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

- 8.12 All the units and the dwellinghouse of the proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and are

acceptable. Furthermore, they all comply with the minimum requirement set out in the NDSS for built-in storage.

- 8.13 All of the rooms within dwellinghouse and flats within the apartment building are anticipated to receive good levels of light and outlook and it is noted that windows to the rear elevation facing the railway line have been minimised.
- 8.14 The front elevation of the proposed buildings are located close to the back of the pavement, with windows at ground floor level. It is noted that the pavement on this side of the road is unlikely to be extensively used along this section of the road, having no active frontage, but the internal arrangements of units reduces resulting overlooking. The house has communal living spaces at ground floor, as does one of the proposed ground floor flats – which are considered to be less sensitive to overlooking. The only bedroom windows facing the street at ground floor are those where the opportunity for defensible planting is greatest, which is considered acceptable and can be secured by condition.
- 8.15 An External Noise Assessment has been submitted as part of the application. The noise assessment has monitored prevailing background noise, including passing trains (including the fast train services of the Gatwick Express) and also noise from the surrounding road network. Measurements were taken at more sensitive times of the day, including the afternoon and overnight. The assessment found that noise levels for the proposed development were in a 'low' noise risk category and recommendations have been made for types of glazing used which would ensure suitable internal noise levels are achieved at the proposed development with reference to British Standards 8233. It is considered that suitable glazing and other mitigation can be secured by condition.
- 8.16 A representation has been received which raises concerns that the proposed development would be subject to light pollution from the adjoining railway, particularly during times of trackworks. It is noted that the only rear facing upper floor windows on the proposed apartment building (and separate dwellinghouse) are from bathrooms. The subject site is located at the level of the street, and at the rear of the site the land slopes up due to the bank of the railway which sits a lot higher than the subject site. Therefore, the ground floor rear facing windows are not anticipated to be adversely affected by any light pollution given their protection from the bank and positioning of the railway a lot higher than these windows. Nevertheless, any light pollution from trackwork is likely to be temporary only.
- 8.17 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 within the apartment building, and also the single dwellinghouse would comply with these minimum standards.
- 8.18 Policy DM10.5 of the Croydon Local Plan (2018) requires new flatted development to provide quality communal outdoor amenity space, which includes child play space of a minimum 5.1sq.m for the proposed flats. The proposed development does not provide any communal outdoor amenity space, nor child play space. Whilst this is not ideal it is considered acceptable in this instance given that all the flats (and the separate dwellinghouse) meet the minimum standards required for private amenity space, the site is highly constrained and the South Croydon Recreation Ground is located within 300m walking distance from the site (at the northern end of Braemer Avenue).

- 8.19 In terms of accessibility, level access would be provided from the front door to the two ground floor units (which includes a family unit) of the apartment building, and also for the single dwellinghouse. 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 the two ground floor units should M4(2) adaptable. This can be secured by condition.
- 8.20 The development is considered to result in a high quality development including a four bedroom family unit all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.21 The proposed development is bordered by the railway to the west, a garage/ shrubland site to the north and Braemer Avenue to the east. The site has no adjoining properties to the south. Therefore, the only potentially affected neighbours would be those on the western side of Braemer Road, noting that they are separated from the site by Braemer Avenue and a separation of approximately 17m which is considered adequate with respects to outlook, privacy and light.
- 8.22 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. Any amenity impact caused during the construction process would be temporary only and a construction logistic plan is secured by condition which should detail methods to reduce amenity impacts to neighbouring occupiers during this time.

Access and Parking

- 8.23 The existing site comprises 9 garages and the applicant has confirmed that only 2 of these are in use as storage spaces as the garages are in a dilapidated state and they are not of a sufficient size to accommodate modern vehicles. The applicant has submitted a Transport Assessment which confirms that given that these garages have not been used for their intended purpose for a number of years, that there would be no loss of parking (or displacement) associated with the loss of the existing garages.
- 8.24 The site is located within a PTAL of 3 which is moderate but is within 150m of Purley Oaks stations. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. The London Plan sets out that for the apartment building, a maximum of 8 car parking spaces be provided for the proposed development. The proposal provides 5 on-site parking spaces for the apartment building (comprising 6 flats) and 1 on-site parking space for the dwellinghouse.
- 8.25 The Transport Assessment has considered the local characteristics in terms of car ownership levels based on the 2011 census. It found that based on the car ownership levels in the local area in 2011, the proposed development would likely generate the need for 6 car parking spaces.
- 8.26 The proposed on-site car parking provision is considered to be acceptable given the London Plan standards are a maximum, the site benefits from good access to public

transport networks, likely car ownership levels of future occupiers of the development and having consideration to planning policy which seeks to encourage the use of public transport modes.

- 8.27 The site currently benefits from an existing vehicle crossover which will be re-used for access to the car parking area of the flats. An additional vehicle crossover is proposed to the southern part of the site for the parking area of the dwellinghouse.
- 8.28 Details of swept paths for the apartment car parking area and visibility splays of both vehicles accesses will be required by condition. In this instance it is considered acceptable that the vehicle for the dwellinghouse does not enter and exit in forward gear given the relatively low usage of the southern end of Braemer Avenue, the relatively low trip generation of this single car parking space and given the constraints of this part of the site.
- 8.29 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.30 The capacity of the cycle storage facilities would comply with the London Plan (which would require 2 spaces for the dwellinghouse and 10 spaces for the apartment block). The two cycle stores (one for the dwellinghouse and one for the apartment block) is conveniently located. It is considered suitable to secure details of the cycle stores appearance, size and materials, as well as details of how they will be secure, by condition.
- 8.31 Two refuse stores are proposed, one for the dwellinghouse and another for the dwellinghouse. Both of the stores are within maximum pulling distances of 20m from the street and they are capable of accommodating the minimum capacity required for the development. For the apartment building this includes 840litres of landfill, 768 litres of dry recycling and 58 litres of food recycling. For the dwellinghouse this includes 2 x 240-litre bins, 1 x 180 litre bin, a 9.6 litre food caddie and 140 litre garden recycling bin. Details of the stores appearance and materials are secured by condition.
- 8.32 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

- 8.33 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.
- 8.34 The applicant has submitted a Drainage Strategy which confirms that permeable paving will be used for the proposed hard surfaced areas and these accommodate surface water runoff in up to the 1 in 100 years plus 40% climate change event. Compliance with the recommendations of this report can be secured by condition.

Trees and landscaping

- 8.35 There are no trees on site subject to a tree preservation order and the site has recently been cleared of the overgrown shrubbery. The submitted plans have shown outline

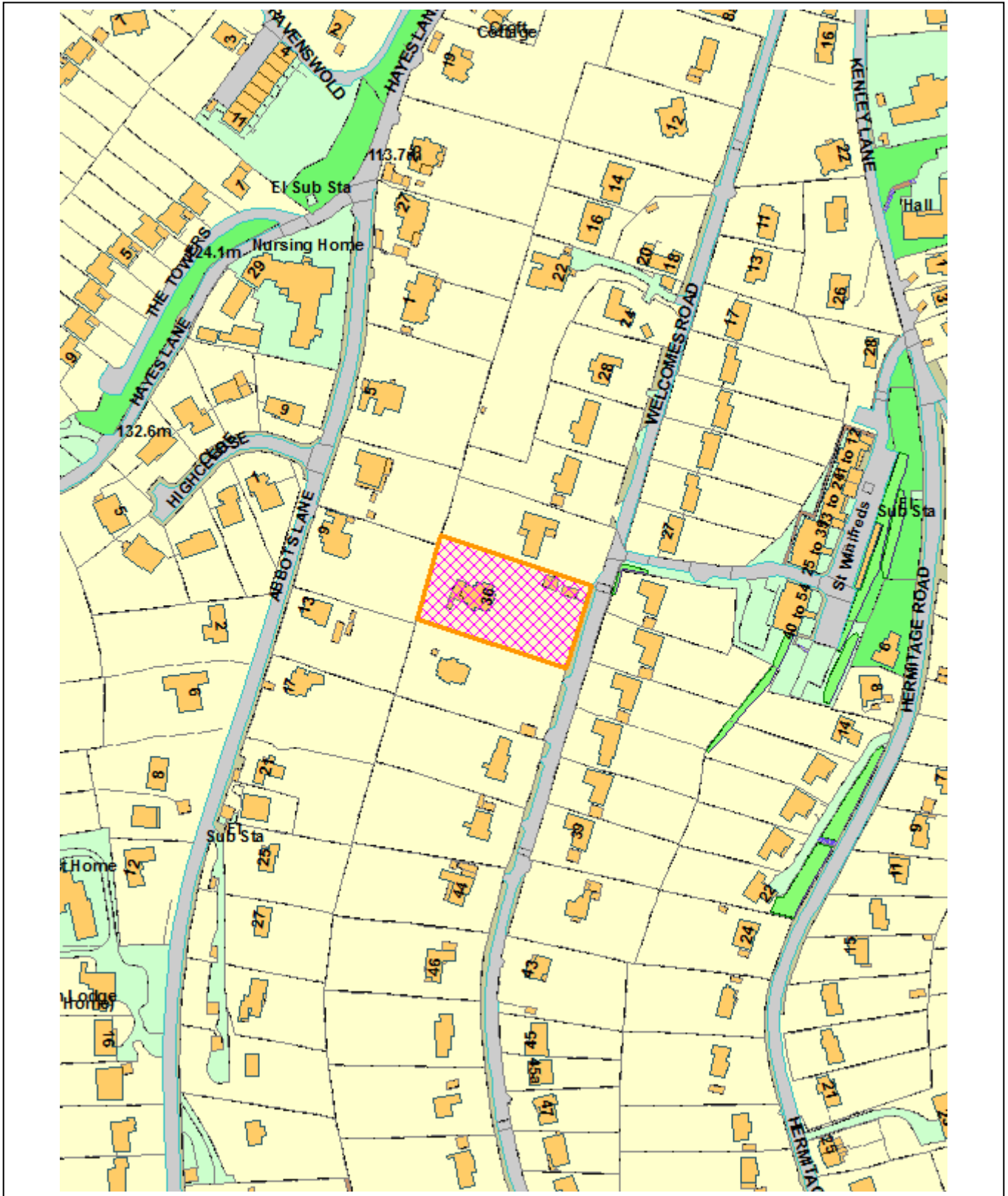
soft landscaping to the front and rear, as well as within private outdoor amenity areas and around car parking areas. It is considered that soft landscaping has been maximised across the site however, further details of the landscaping would be secured by condition, including the number of plants, the species, planting position etc.

Other matters

- 8.36 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

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



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PART 6: Planning Applications for Decision

Item 6.5

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/04840/FUL
 Location: 36 Welcomes Road, Kenley, CR8 5HD
 Ward: Kenley
 Description: Conversion to form 7 flats (2 x 3 bedroom, 2 x 2 bedroom, 2 x 1 bedroom and x 1 studio). Alterations and formation of basement accommodation to include front and side light wells, creation of a lower ground floor entrance, erection of a single storey side and rear extension, installation of roof lights and side dormer extensions and provision of associated landscaping, refuse and cycle parking.
 Drawing Nos: 02; 03; 04; 05; 06; 07A; 08A; 09A; 10A; 11A; 12A; 13A; 14A; 15A; 16A; 17A; 18A; 19A; 20A; 21; 22; Flood Risk & Basement Impact Assessment – Ref: C2035-R1-REV-A prepared by Nimbus Engineering Consultations and dated September 2018; Arboricultural Impact Assessment & Method Statement – ref: TH1769 prepared by Trevor Heaps Arboricultural consultancy Ltd and dated 17.10.2018; Daylight Assessment prepared by JMDC Services and dated 03.10.2018.
 Applicant: Mr Bruce Burkitt
 Agent: Mr Andrew Hollins, Hollins Planning Ltd
 Case Officer: Rachel Gardner

	Studio	1 bed	2 bed	3 bed+	Total
Existing	-	-	-	1 (5 - bed)	1
Proposed	1	2	2	2	7

All units are proposed for private sale

	car parking spaces	cycle parking spaces
Existing	2+	0
Proposed	7	13

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

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission.

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

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Tree protection measures prior to any works
4. Construction logistics plan to be submitted
5. Materials to match
6. Details to be submitted – light well railings, retaining walls (detailed design, materials, planting), refuse store (appearance, materials), cycle store (appearance, materials, secure, covered), child play space, fencing of private amenity spaces.
7. Provision of M4(2) and M4(3) units
8. Detailed design of SuDS and flood risk mitigation
9. Contaminated land assessment to protect groundwater from pollution
10. 110 litre water usage
11. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) 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:

- Enlargement of the existing basement, erection of front and side lightwells, a lower ground floor entrance, single storey side and rear extension, rooflight and side dormer extensions
- Provision of 7 on-site car parking spaces
- Provision of a refuse store
- Provision of a cycle store accommodating 13 cycles.

- 3.2 The scheme has been amended during the assessment period to show the retention of the existing planting along the front boundary, relocation of the cycle and bin store, enlargement of the bin store, provision of private amenity spaces for the lower ground/ground floor flats and inclusion of 2 side dormer extensions. It was not considered necessary to re-consult the neighbours as the amendments did not materially alter the scheme.

Site and Surroundings

- 3.3 The application site is located on the western side of Welcomes Road and comprises a detached dwellinghouse and two detached garages. The front part of the subject site

is relatively flat then increases in terraces, with the existing dwelling sitting substantially higher and the rear garden sloping up to the rear boundary. The existing dwelling is substantially screened from the street by dense planting along the front boundary and mature tree specimens within the front setback. The existing dwelling, and the southern adjoining property, No. 38 Welcomes Road are setback substantially front the street.

3.4 Welcomes Road is residential in character, predominately comprising detached dwellinghouses. Welcomes Road is relatively narrow and no on-street parking is provided. The site has a PTAL of 1b and it is located approximately 500m walking distance to Kenley train station. Two Tree Protection Orders (reference 166 and 187, dated from 1964) cover some trees on the site.

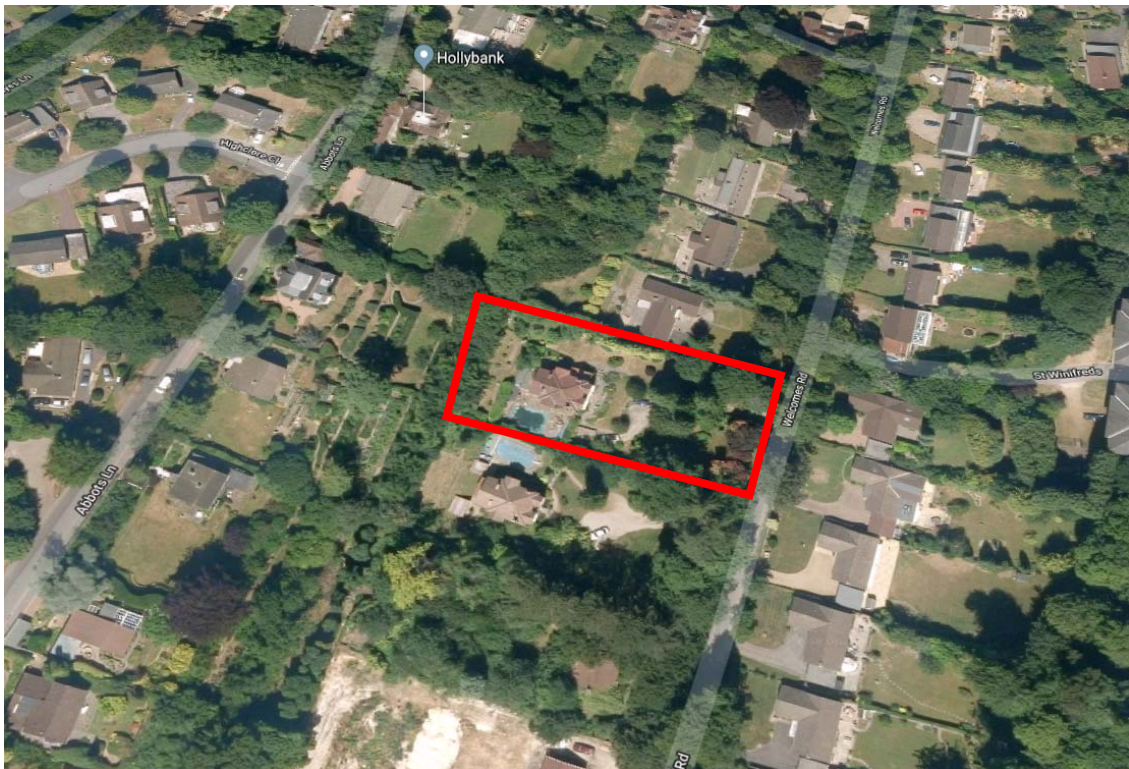


Fig 1: Aerial street view highlighting the approximate location of the subject site within the surrounding streetscene

Planning History

3.5 None relevant.

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 alterations and extensions are appropriate
- The living conditions of adjoining occupiers would be protected from undue harm
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The provision of on-site parking is considered acceptable given the site's proximity to public transport routes and planning policy which seeks to encourage the use of public transport.

- Mature tree specimens adequately protected through protection measures set out in the submitted Arboricultural report (and secured by condition)
- 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 18 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received in response to notification and publicity of the application are as follows:

No of individual responses: 44 Objecting: 42 Supporting: 2 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

Matter of objection	Officer comment
Overdevelopment of the site.	This is addressed in section 8.18 of this report
Flats are out of character with the area.	This is address in section 8.2- 8.4 of this report.
No affordable housing included in the scheme.	The scheme is a “minor” application which is not required to provide affordable housing.
Alterations and additions will disrupt symmetry with No. 38	The existing dwelling is not protected from redevelopment and the existing dwelling is not easily visible from the streetscene. This is addressed in paragraphs 8.6-8.9
Proposed extensions are unsympathetic with the existing house and streetscene.	This is addressed in section 8.6 – 8.9 of this report.
Poor level of quality of accommodation within the basement	This is addressed in section 8.17- 8.19 of this report.
Privacy and noise impacts to neighbouring properties.	This is addressed in section 8.25- 8.35 of this report.

Loss of views.	There are no views protected by the Proposals map attached to the Croydon Local Plan (2018) within the vicinity of the site.
Reduced safety to No. 9 Abbots Lane due to lack of boundary fencing.	This is addressed in section 8.34 of this report.
Loss of trees, grass verges and hedging.	This is addressed in section 8.50 – 8.53 of this report.
Loss of wildlife.	This is addressed in section 8.53 of this report.
Impact from construction works – traffic, noise and dust.	This is addressed in section 8.47 of this report.
Inadequate location and capacity of the bin store.	This is addressed in section 8.45 of this report.
Large extent of hard surfaced car parking area.	This is addressed in section 8.12 of this report.
Insufficient on-site car parking and safety concerns when cars park on the street.	This is addressed in section 8.37 – 8.43 of this report.
Inability of emergency vehicles to access the site	This is addressed in section 8.40 of this report.
Increased risk of flooding	This is addressed in section 8.46 – 8.49 of this report.
Matter of support	
Retains the existing house	This is considered beneficial, being a well-designed building.
Sympathetic extensions	This is addressed in paragraphs 8.12 – 8.13
Procedural or non-material comments	
Impact on underground sewer and drains	Thames Water, as statutory undertaker would be consulted on new connections to the sewerage network
Road foundations inadequate	Being a private road, this is a private matter but in any case a Construction Logistics Plan is required by condition
Infrastructure unable to meet demand	The scheme would be liable to pay Community Infrastructure Levy towards provision of infrastructure

For developer profit and negatively impacts house prices	Not a material planning consideration
Other areas need to be developed before Kenley	Kenley, and the suburbs in general, have been identified as being suitable for sustainable growth

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
- 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 to consider 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, flooding 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.

8.4 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 of less than 130sq.m. The subject dwelling is greater than 130sq.m and comprises more than 3 bedrooms as originally built and therefore this dwelling is not protected by this policy. Nevertheless the proposal provides two three-bedroom units, which the borough has an identified shortage of.

- 8.5 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

- 8.6 The proposal involves alterations and additions to the existing detached property, including the enlargement of the existing basement, formation of a new entrance at lower ground floor level, erection of a ground floor rear extension (including replacement of the existing), a ground floor side extension, front and side lightwells, side dormer extension and rooflights.
- 8.7 The existing Edwardian building is proposed to be retained and officers support this as it is an attractive building and appears to be in fairly good condition. It is not subject of any statutory protections.



Fig 2: Picture of the existing dwelling and front retaining walls behind the existing car parking area

- 8.8 The existing building sits higher than the car parking area to the front of the dwelling. The proposal involves cutting into the existing stone retaining wall to provide a new entrance at lower ground level in order to provide accommodation, level access and the core (including a lift) at this level. The existing stone material would be retained and the new part of the wall right at the new entrance would be stepped to provide opportunity for planting and reduce the visual dominance of the retaining wall here. Officers have no objection to this given the retaining wall is existing and the stone material would be retained with planting in order to soften the appearance of this. A

condition is recommended to ensure final details of the appearance of this area and retaining walls.

- 8.9 New lightwells are proposed at the front and side of the building and whilst lightwells don't appear to be common characteristics of Welcomes Road they are features of the existing building, they are considered to be modestly proportioned and will not be visible from the street scene (given that the building is setback over 40m from the street and there is dense planting within the front setback). The metal railings of the lightwells are sympathetic to the host building and are supported.



Fig 3: Picture showing the existing (and proposed) entrance to the site and screening of the dwelling.

- 8.10 The proposed upper ground floor rear extension would replace an existing rear extension and be 9.3 metres in depth, 9 metres in width, 2.3 metres to the eaves and 3.6 metres in overall height. The proposed upper ground floor side extension is to the southern side of the building and would be 2.6 metres in width from the side wall of the existing building and be approximately 8 metres in depth. The side extension would be a maximum 3.9 metres in height. The proposed extensions would be sympathetic to the host building as they are single storey in height, appear to have a pitched roof, retain existing attractive features of the building and be constructed in materials to match the host building. Whilst the extensions are slightly larger than what would be strictly allowed under SPD2, it is noted that the rear extension replacing an existing rear extension and the extensions are sufficiently setback from the site boundaries so as to reduce the potential for any amenity impacts to neighbouring properties.
- 8.11 The proposed side dormer roof extension would not dominate the roof slopes as they are set down from the ridge and setback from the eaves and side. The pitched roof

form is in accordance with the original roof form of the property. Matching materials will be secured by condition. The proposed rooflights are modestly proportioned and generally aligned with the fenestration below.

- 8.12 The proposal does not involve any changes to the front boundary and the revised plans have shown that the existing dense planting along the front boundary is proposed to be retained. This is considered suitable in retaining the leafy character of the street, providing privacy to the communal area at the front of the site and also screening the development from the street.
- 8.13 The revised plans have shown that the cycle store would be located adjacent to the car parking area and would accommodate 13 cycles. The store is conveniently located and provides an adequate number of cycles. Details of the store's size, appearance and materials will be secured by condition.
- 8.14 The proposed bin store is suitable positioned along the driveway within maximum pulling distances (20m) to the street. The bin store is of sufficient capacity for the proposed development however details of the size, appearance and materials will be secured by condition. Given the setback from the street and substantial planting within the front setback and along the front boundary the refuse store is not anticipated to be highly visible from the street.
- 8.15 The hard standing area currently utilised for car parking is proposed to be enlarged with designated parking spaces set out. Officers have no objection to this as the principle of parking within the front area has already been established by the existing condition, and the car parking area is adequately screened from the street by mature trees and substantial planting along the front boundary.
- 8.16 A representation has been received raising concern that the proposal is an overdevelopment of the site. The proposal retains the existing building and proposes small scale extensions. Flatted development has already been accepted in principle along Welcomes Road and the site is considered capable of accommodating this scale of development.

Housing Quality for Future Occupiers

- 8.17 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and are acceptable.
- 8.18 The proposed flats all benefit from good levels of outlook and level of light. None of the flats are contained solely within the lower ground floor level as 4 of the flats would be split across the lower ground and ground floor level.
- 8.19 A Daylight Assessment has been submitted with the application in relation to the accommodation located within the lower ground level. The assessment has confirmed that all the habitable rooms at lower ground floor level would achieve above the minimum guidelines for Average Daylight Factor (ADF) and all but one bedroom on the lower ground floor would have over 80% of the room receiving direct light from the sky. The report has confirmed that bedrooms are generally excluded from the above requirement, however calculation is still worthwhile and gives a better understanding of the overall daylight distribution. In this case, Bed 02 in Flat 1 is only just under the threshold at 72.91%, and has an ADF of 1.79, so for a bedroom it would still be naturally well lit.

- 8.20 In regards to the studio flat, the existing rear facing window at second floor level has been enlarged, and the proposal involves 2 side facing dormer windows and a number of rooflights to provide a good level of outlook and levels of light to this flat.
- 8.21 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. The 4 lower ground and ground floor flats would benefit from private amenity space which would far exceed these minimum private open space requirements. The 3 upper floor flats would not benefit from private amenity space and this is considered acceptable in this instance given the constraints with converting an existing building and the large amount of good quality communal open space across the site. Details of the boundary treatment to the private amenity spaces would be secured by condition to ensure that these spaces are private.
- 8.22 The proposal benefits from a large communal garden at the front and rear of the site with child play space provided at the front of the site, within the southern corner. The quantum of child play space is compliant and further details of the play space in terms of the nature of the play space, appearance and materials would be secured by condition.
- 8.23 The proposal has incorporated a lift which is welcomed by officers. It is considered suitable to impose a condition requiring the first and second floor flats as M4(3) compliant units.
- 8.24 The development is considered to result in a high quality development including two 3-bedroom family units all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.25 The properties that have the potential to be most affected are the adjoining properties at 34 and 38 Welcomes Road and 9 Abbots Lane.

8.26 The following shows the existing and proposed block plan and relationship to neighbouring occupiers.



Fig 3: Existing and proposed block plan showing relationship of the existing and proposed development with the neighbouring properties.

34 Welcomes Road

8.27 No. 34 is located to the north of the subject site and the dwelling sits substantially closer to Welcomes Road than the proposal. No adverse loss of light or outlook is anticipated to result to this neighbour given that the proposed side extension is to the southern side of the subject building and the proposed rear extension is positioned over 25 metres from the nearest point of this neighbouring property. Additionally it is noted that there is dense screening between these two properties which is proposed to be retained.

8.28 The only additional windows along the northern side elevation are at ground floor level (including reducing the overall size of an existing window) and a proposed new side dormer window. The proposed new ground floor windows are not anticipated to result in an adverse loss of privacy given their ground floor location, they are adjacent to the private amenity area of this neighbouring property and are setback approximately 16 metres from the shared boundary. Similarly, the side dormer window is modestly proportioned, and whilst it is at a high level it is setback over 16 metres from the shared boundary so it is not anticipated to result in increased overlooking opportunities, particularly with the existing landscaped screening.

38 Welcomes Road

8.29 No. 38 Welcomes Road is located to the south of the subject property and the dwelling on this neighbouring property is generally aligned with the subject building.

- 8.30 The proposed side and rear extension is setback over 20 metres from the nearest point of this adjoining property and 10 metres from the shared boundary. Given the massing and positioning of the proposed extensions, as well as the orientation of the site and relationship to this neighbour, no adverse amenity impacts in terms of loss of light and outlook would result to this neighbour.
- 8.31 The only additional windows along the southern side elevation are at ground floor level (including reducing the overall size of an existing window) and a proposed new side dormer window. The proposed new ground floor windows are not anticipated to result in an adverse loss of privacy given their ground floor location, and are setback approximately 10 metres from the shared boundary. Similarly, the side dormer window is modestly proportioned, and whilst it is at a high level it is setback over 10 metres from the shared boundary so it is not anticipated to result in increased overlooking opportunities, particularly with the existing landscaped screening.

9 Abbots Lane

- 8.32 No. 9 Abbots Lane is located to the rear of the site and given the slope of the land, it sits significantly higher than the dwelling at the subject site. The proposed ground floor rear extension replaces an existing ground floor extension of the same depth however, the proposed extension is approximately 4 metres less in width than the extension to be replaced. Given the land level changes, significant separation distance, existing shared boundary screening, orientation of the sites and modest additional massing of the extension, no adverse loss of light and outlook are anticipated to result to this neighbour.
- 8.33 The rear elevation incorporates an enlarged window at second floor level and this is not anticipated to result in any increased opportunities for overlooking considering that this is an existing window at will actually appear at ground floor level from this adjoining property given the land level changes. Furthermore, the dense planning along the rear boundary is proposed to be retained and therefore this will restrict any potential overlooking opportunities.
- 8.34 A representation raised concern that the proposal would result in security issues to this property given the lack of boundary fencing. It is noted that the existing situation does not include a boundary fence and therefore the proposal would not worsen this existing condition. However, it is noted that there is dense screening along the shared boundary. Officers are not aware of any reasons why this proposal would result in antisocial behaviour to this neighbouring property and boundary fencing would be required by condition.
- 8.35 The proposed development is likely to generate additional comings and goings to/ from the site however, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.
- 8.36 It is noted that the during the construction phases of the development that the neighbours may be subject to additional noise and disturbance. However, these impacts are anticipated to be short term only and these matters can be controlled through environmental health legislation. Nevertheless, it is considered prudent to impose a condition requiring a construction management plan which amongst other things, should incorporate details of how impacts to neighbouring properties will be minimised during this phase of development.

Access and Parking

- 8.37 The site is located within a PTAL of 1b which is considered to be very poor. Welcomes Road is narrow, private and no on-street parking is provided along this Road. However, the site is located within 500m walking distance to Kenley train station and bus stops serving the 434 bus route.
- 8.38 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.
- 8.39 The scheme provides 7 off-street parking spaces within the extended existing hard surface car parking area to the front of the building, which would equate to 1:1 provision in respect to the units proposed at the site. This is considered acceptable with consideration to maximum car parking provisions and sustainability targets.
- 8.40 The proposal re-uses the existing vehicle crossover, driveway and parking area to the front of the building but proposes to extend the hard paved area to accommodate the additional parking. The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable. As no change is proposed to the access and driveway, and it is capable of accommodating a number of vehicles including emergency vehicles.
- 8.41 Objections have been received detailing that the lack of on-site parking would result in people parking on Welcomes Road, causing undue obstruction to road. The amount of off-street parking is considered to be acceptable. Should parking on the road occur this would be subject to other controls as a private road.
- 8.42 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.43 The capacity of the cycle storage facilities would comply with the London Plan (which would require 13 spaces) and the revised plans have conveniently located the store to the front of the building and adjacent to the hard stand car parking area. Further details of the store, including the appearance, materials size and type of stands size will be secured by condition. The cycle store would need to be covered and secure.
- 8.44 The revised plans have relocated the bin store adjacent to the driveway which is within maximum pulling distances of 20metres from the street. Furthermore, the proposed bin store is capable of accommodating the required minimum capacity for the proposed development, which is 980 litres of landfill, 896 litres of dry recycling and 68 litres of food waste. Details of the store, including the size, materials and appearance will be secured by condition.
- 8.45 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be required before commencement of work, particularly given the narrowness of Welcomes Road and number of mature trees on the site and this could be secured

through a condition. This should also outline measures to minimise noise and dust impacts.

Environment, flooding and sustainability

- 8.46 Conditions can be attached to ensure that the mains water consumption would meet a target of 110 litres or less per head per day.
- 8.47 The subject site is located within Flood Risk Zone 1 and is at very low risk of surface water flooding. The applicant has submitted a Flood Risk Assessment which has detailed that the front of the site is shown to be at a low to high risk of flooding which is caused by this area being much lower than the surrounding properties. The Environmental Agency's mapping shows that the highest depth of flooding in an extreme storm event would likely be between 300 to 900mm. The Flood Assessment states that to ensure that the surface water run off collecting in Welcomes Road is reduced that a slot drain should be installed at the front boundary of the site. This will be secured by condition.
- 8.48 The Flood Risk Assessment Statement also recommends a number of measures to be installed to minimise flooding risk to the basement, which includes making it watertight with waterproof membrane, pumps to remove excess water and other measures such as use of water resistant paint, location of power sockets above finished for floor level etc. These mitigation methods will be secured by condition. It is noted that none of the proposed flats are located completely at basement level which is considered suitable in minimising impact to habitable rooms at this level.
- 8.49 The subject site is located within a surface water and critical drainage area. The submission details that slot drains, raingarden planters, rainwater harvesting tanks and porous materials will be utilised to reduce the surface water runoff rate from the existing condition. Further details of the proposed SUDs provision will be secured by condition. The site is also located within an area of groundwater protection for drinking purposes, so a condition is recommended to secure a contaminated land assessment prior to commencement of development.

Trees and biodiversity

- 8.50 There are two historic Tree Protection Orders covering the site, which are "area" orders which protect all trees present when the order was made in 1964 – but not ones planted or grown since then. An Arboricultural Impact Assessment and Method Statement has been submitted with the application and it details that the site is already well-stocked with trees and the proposal involves the removal of five small trees, two mature shrubs and a line of Laurels, all of which are considered to be Category C trees. Council's arboricultural officer raised no objection to the proposal and the loss of the five small trees, two mature shrubs and a line of Laurels as it appears they were not present when the order was made. Conditions are recommended requiring the protection measures detailed within the submitted Arboricultural Impact Assessment and Method Statement being erected prior to any other works commencing on the site. This has been included in the recommended conditions.

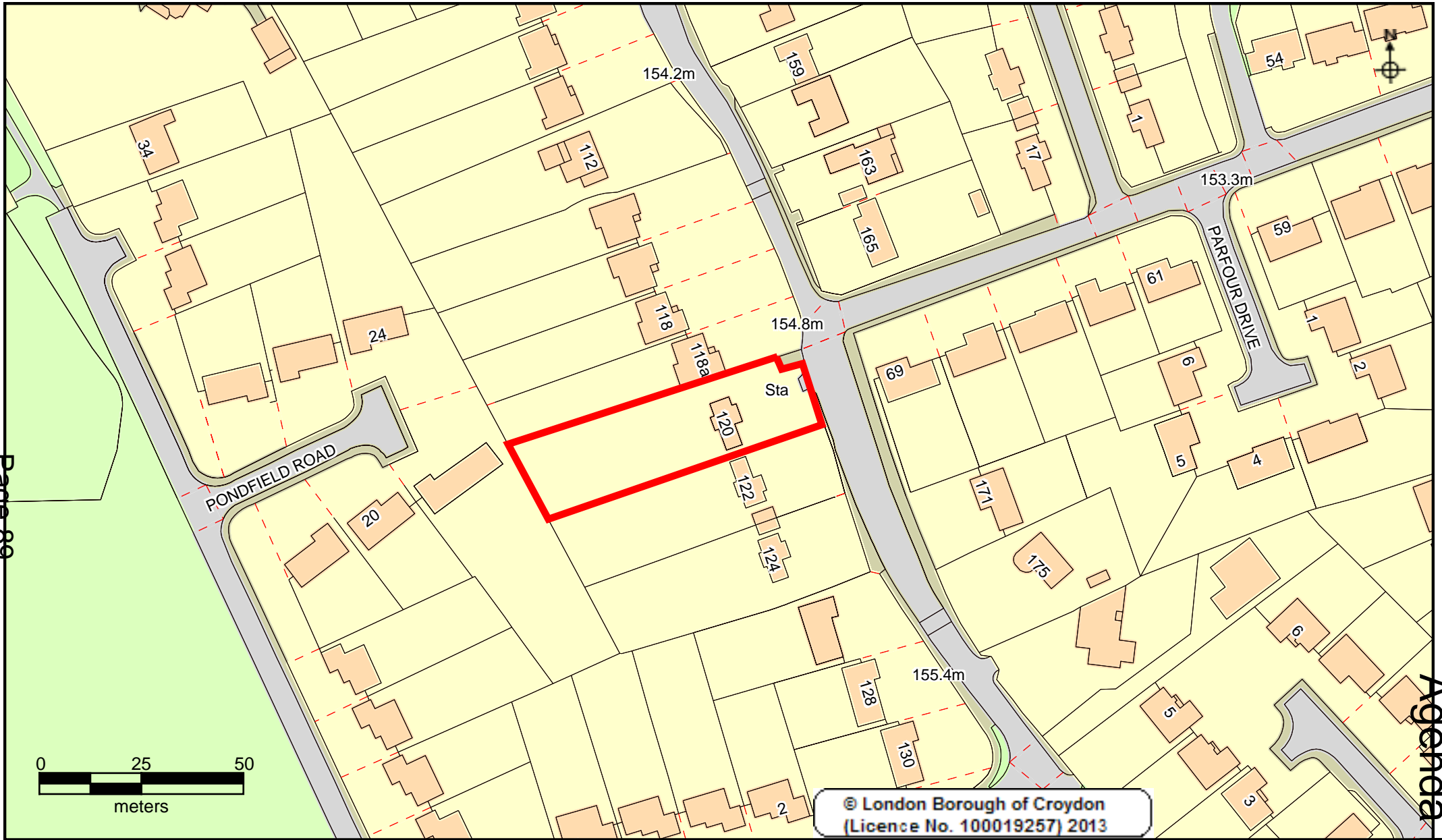
- 8.51 Council's Arboricultural Officer has confirmed that there is little need for replacement planting given the amount of mature prominent specimens within the site.
- 8.52 The revised plans have shown that the dense planting along the front boundary is to be retained.
- 8.53 The application site is not located near a Site of Special Scientific Interest or a Site of Nature Conservation Importance (SNCI). On the officer's site visit there was no evidence to suggest that any protected species are on site. It is recommended that an informative 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

- 8.54 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

- 8.55 The principle of development is considered acceptable within this area. The scheme is acceptable in relation to design, quality of accommodation, residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.
- 8.56 All other relevant policies and considerations, including equalities, have been taken into account.



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CROYDON COUNCIL

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PART 6: Planning Applications for Decision

Item 6.6

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/03774/FUL
 Location: 120 Hayes Lane, Kenley CR8 5HR
 Ward: Kenley
 Description: Demolition of a single-family dwelling and erection of a 3-storey building of 9 apartments with associated access, 7 parking spaces, cycle storage and refuse store.
 Drawing Nos: CX04-S1-101A; CX04-S1-102; CX04-S1-103B; CX04-S1-104B; CX04-S1-105B; CX04-S1-106B; CX04-S1-107; CX04-S1-109A; CX04-S1-110B; CX04-S1-111; CX04-S1-112 and CCL09975/PPP Rev 1
 Applicant: Mr Haris Constanti of Aventier Ltd
 Case Officer: Robert Naylor

	1B 2P	2B 3P	2B 4P	3B 4P	4B+	Total
Existing Provision					1	1
Proposed Provision		6	1	2		9

1.1 This application is being reported to committee because the ward councillors (Cllr Jan Buttinger and Cllr Steve O'Connell) 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. No works until details facing materials
- 3. Refuse/Cycles/Boundary
- 4. Details of car parking
- 5. Hard and soft landscaping to be submitted
- 6. 19% reduction in CO2 Emissions
- 7. 110l Water Restriction
- 8. Permeable forecourt material
- 9. Trees – Details in accordance with AIA

10. Tree Protection Plan required
11. Visibility splays
12. Construction Logistics Plan
13. Time limit of 3 years
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a three storey building which includes accommodation in roofspace
- Provision of 7 x two bedroom flats (6 x 3 person and 1 x 4 person) and 2 x three bedroom flat that fronts Hayes Lane.
- Provision of 7 off-street spaces including one disabled bay accessed via Hayes Lane.
- Provision associated external refuse/cycle stores

3.2 The scheme has been amended during the application process and has been re-consulted. The amendments to the scheme are detailed as follows:

- Internal alterations to create an additional 3 bed unit on ground floor and the conversion of unit 4 from a 2 bed 3 person unit to a 2 bed 4 person unit
- An additional rear single storey addition
- Introduction of recessed balconies at the top floor level to units 7 and 8
- Changing the materials of the balconies from brick detailing to railings

Site and Surroundings

3.3 The application site is situated on the west side of Hayes Lane almost opposite the junction with Abbots Lane and is occupied by a fairly large two storey detached single family dwelling house and associated out buildings.

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 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups (KENDRA) etc in response to notification and publicity of the application are as follows:

No of individual responses: 151 Objecting: 151 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:

Summary of objections	Response
<i>Traffic and Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at Section e) – paragraphs 8.32 – 8.34
Not enough off-street parking	Addressed in the report at Section e) – paragraphs 8.32– 8.34
Negative impact on highway safety	Addressed in the report at Section e) – paragraph 8.35
Danger to the local school	Addressed in the report at Section e) – paragraph 8.35
Inadequate refuse and recycling provision	Addressed in the report at Section e) – paragraph 8.38
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at Section a) – paragraphs 8.7 – 8.8
Poor quality development	Addressed in the report at Section d) – paragraphs 8.27 – 8.31
<i>Design</i>	
Out of character	Addressed in the report at Section b) – paragraphs 8.10 – 8.17
Massing too big	Addressed in the report at Section b) – paragraphs 8.10 – 8.17
Visual impact on the street scene (Not in keeping)	Addressed in the report at Section b) – paragraphs 8.10 – 8.17
Loss of trees – Semi rural feel	Addressed in the report at Section f) – paragraphs 8.39 – 8.42
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at Section c) – paragraphs 8.18 – 8.26
Loss of light	
Loss of privacy	Addressed in the report at Section c) – paragraphs 8.18 – 8.26
Overlooking	Addressed in the report at Section c) – paragraphs 8.18 – 8.26

Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at Section c) – paragraphs 8.18 – 8.26
<i>Other matters</i>	
Construction disturbance	Addressed in the report at Section e) – paragraph 8.36 and Section h) paragraph 8.46
Impact on wildlife	Addressed in the report at Section f) – paragraphs 8.43
Impact on flooding	Addressed in the report at Section h) paragraph 8.45
Local services cannot cope	Addressed in the report at Section h) paragraph 8.47
Sets a precedent for similar development	Not a material planning consideration
No consultations prior to application	Not a material planning consideration

6.3 Kenley & District Residents Association (KENDRA) made the following representations:

- Poor access to public transport
- Poor parking quality and parking design
- Not a high standard of design
- Overdevelopment (Scale and massing)
- Lack of private amenity
- Lack of green space (not in keeping with streetscene)
- Under provision of refuse store
- Lack of light to second floor residents
- Future residents will maximise parking provision
- Construction Management Plan is in adequate

6.4 The following Councillors made representations:

- Cllr Jan Buttinger (Kenley ward)
 1. Overdevelopment of the site
 2. Out of keeping with the area
 3. Inadequate parking.
 4. Loss of trees and damage to the rural nature of the area.
- Councillor Steve O'Connell (Kenley ward)
 1. Lack of on site parking.
 2. Change of character.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

Development Plan consists of the Consolidated London Plan 2015, the New Croydon Local Plan (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

7.4 Consolidated London Plan 2015

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

7.5 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling

- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM40 – Kenley and Old Coulsdon

7.6 Draft Supplementary Planning Document (SPD2) 2018

SPD2 is a draft suburban design guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is a design guide for suburban developments likely to occur on windfall sites where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.7 Other relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

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

a) The principle of development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.

8.3 The main character types are “Detached Houses on Relatively Large Plots” and “Planned Estates of Semi-Detached Houses”. The residential character is reinforced by consistent building lines and setbacks that create large green front gardens or (in the case of flatted development) front and rear green areas with tree planting.

- 8.4 Kenley has been identified as an area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness. The character of the area wooded hillside residential settlements retaining their suburban character.
- 8.5 The proposal whilst providing a flatted development it has been designed to appear as a large detached dwellinghouse in order to appear more in keeping with the character of the surrounding area. The scheme does involve the removal of four trees at the front of the site (See section f below) however these are of low amenity value and the loss of these will be mitigated through the provision of replacement trees and shrubs to retain the green character at the front.
- 8.6 The Croydon Local Plan (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 sqm. The existing unit is a 4 bed and would be significantly over the floorspace threshold and furthermore the development would provide two 3 bed 4 person units at the ground floor and an additional 2 bed 4 person unit in the upper floor which are considered family units. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes. The overall mix of accommodation, given the relatively small size of the site which limits the number of larger units that can be realistically provided and as there would be a net gain of family accommodation.
- 8.7 In respect to the density of the scheme representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 0 and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be in this range at 200 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.
- 8.8 Furthermore, it is significant that the Draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers. Given that Kenley and Old Coulsdon have been identified as an area of sustainable growth of the suburbs with some opportunity for windfall sites, growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness, the scheme would accord with the policy aims.
- 8.9 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.
- b) *The effect of the proposal on the character of the area and visual amenities of the streetscene*
- 8.10 The existing property is not protected from demolition by existing policies and it's demolition is deemed acceptable subject to a suitable replacement designed building being agreed. The proposal seeks to demolish the existing large detached

dwellinghouse and replace with 9 apartments within a single building. The scheme has been specifically designed to resemble a large detached property, rather than read as a block of flats, in order to appear more respectful to the streetscene.

- 8.11 The Croydon Local Plan has a presumption in favour of three storey developments, and the application seeks to provide a three storey property providing a high quality development that respects the pattern, layout and siting in accordance with Policy DM10.1. The development is deeper than the existing however is generally representative of the existing building line and would appear as a large detached unit rather than a block of flats. It is acknowledged that the height and the massing of the development have been increased however, given the heights of the adjoining detached dwellings the additional floor contained within the roof space is not out of keeping in the overall setting of the area.
- 8.12 The amended scheme has provided a single storey extended element on the rear elevation adjoining number 118A Hayes Lane which would exceed the 45 degree line on plan view but not in elevation. The main bulk in regard to the three storey element would not exceed the 45 degree plan view and would not have a dominant visual impact.

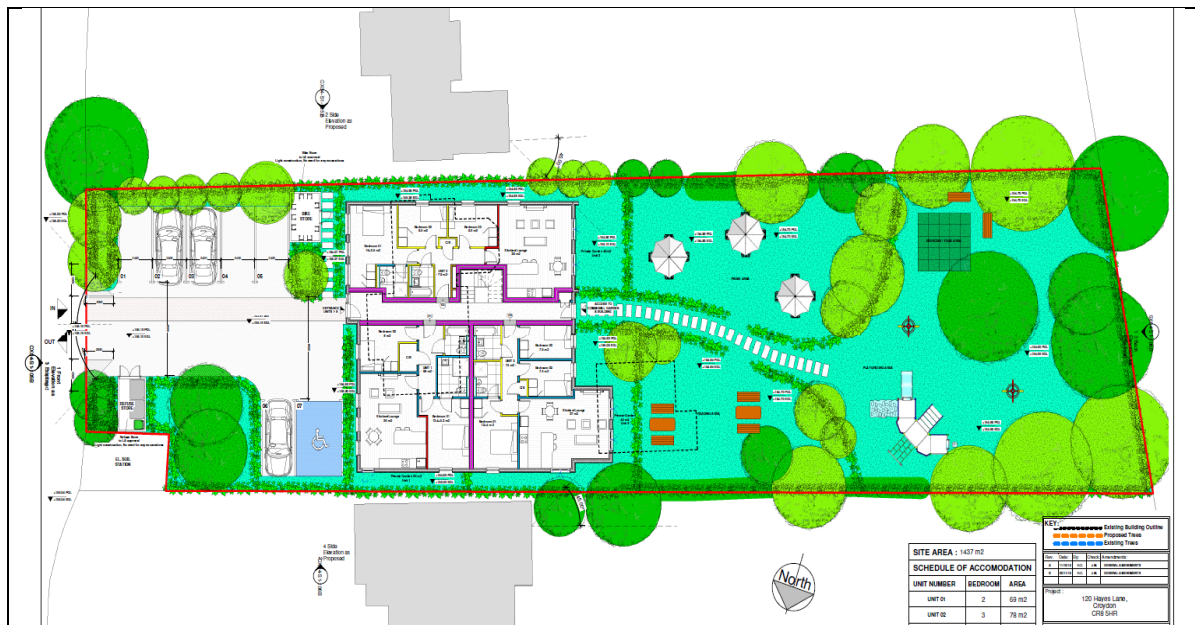


Fig 2: Ground floor plan proposed site showing proposal in relation to neighbouring properties

- 8.13 Generally, the materials specified are in-keeping with the character of the area and 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 3: Proposed front elevation within the surrounding streetscene



Fig 4: Proposed rear elevation within the surrounding streetscene

- 8.14 As with many of the developers schemes, the proposal seeks to provide the majority of car parking off-street (see section e below) through the provision of parking within the forecourt of the building, which is not out of keeping with regard to the surrounding character. The majority of properties located in Hayes Lane have off-street parking and associated hardstanding interspersed with areas of green delineating properties and boundaries. The proposal seeks to replicate that through the provision of additional trees and shrubs as highlighted in the landscaping scheme which would provide a degree of screening at the front of the site in order not to cause undue harm to the character or setting of the building.
- 8.15 There is an existing substation adjoining the site at the front and the location of the refuse store adjoining this unit will rationalise its location outside the footprint in a conveniently location which subject to conditions in respect to the design and appearance would be unobtrusively located within the setting of the building in accordance with DM10.2.
- 8.16 The lack of pavement in front of the property is characteristic of this section of Hayes Lane and so does not make the scheme unacceptable. Within the site boundary the proposal provides adequate pedestrian connectivity across the proposed forecourt.
- 8.17 The proposal has been designed to resemble a large house on a large plot rather than a block of flats as indicated by representations. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the built form of the site. Having considered all of the above, against the backdrop of housing need and the identification of Kenley and Old Coulsdon as an area of sustainable growth, officers are of the opinion that the proposed development would comply with the objectives of the above policies and draft SPD2 in terms of respecting local character.

c) The effect of the proposal upon the amenities of the occupiers of adjoining properties

8.18 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties that are most affected are the adjoining properties at 118a and 122 Hayes Lane and 22 Pondfield Road to the rear of the site.

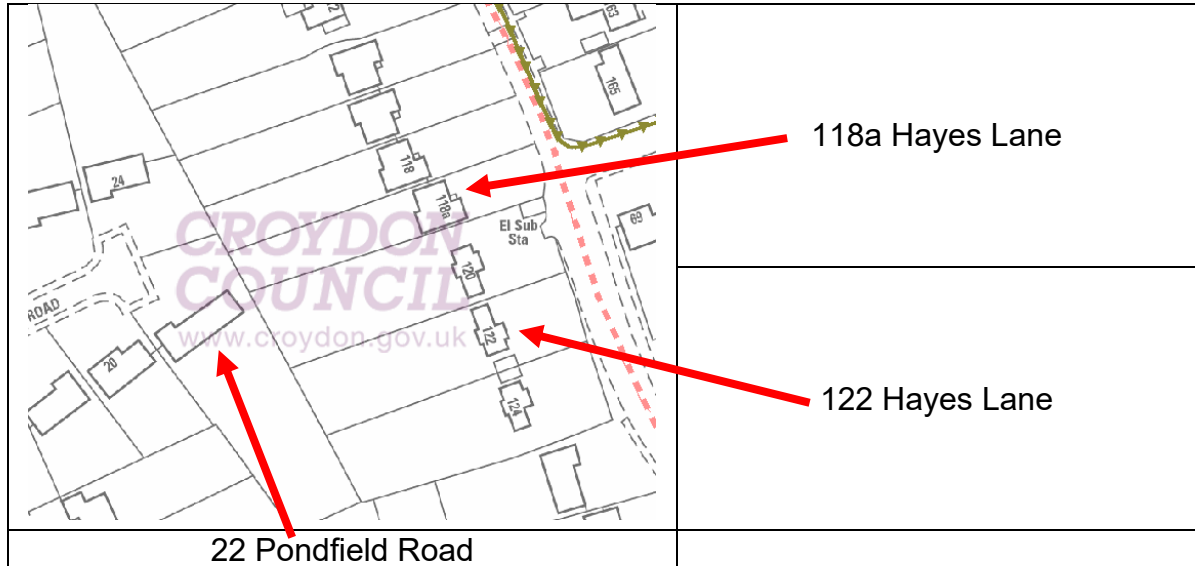


Fig 5: Plan highlighting the relationship with the adjoining occupiers.

118a Hayes Lane

8.19 In terms of impacts on 118a Hayes Lane the front building line of the proposal is akin the building line of this property and would not appear overbearing or out of keeping in this regard. Furthermore it should be noted that the overall building line at the front of the properties in this stretch of Hayes Lane are not consistent and there is a notable variation, as such it is out of keeping and would not have a significant impact on the amenities of the adjoining property.

8.20 The adjoining property is on a similar ground level and the front building line of the proposal is akin to this existing building line with 118a Hayes Lane and unlikely to impact on amenity here. The main increase in depth is experienced at the rear of the site, where the single storey element exceeds the 45 degree line. However, this boundary is heavily vegetated and this can be secured through a condition.



Fig 6: Photos to show existing relationship with the adjoining occupiers at 118a Hayes Lane.

- 8.21 The main increase in the overall mass of the proposal (three storeys) at the rear of the site, where it is proposed to be approximately 3.3m deeper than the existing property adjacent to this shared side boundary. This element of the scheme would pass the 45 degree BRE test for loss of light to the rear elevation windows and 118a is located to the north of the site. Furthermore, as mentioned there is well-established vegetation along this boundary which would help mitigate any issues of overlooking at ground floor level and break up the bulk of the proposal to an extent.

122 Hayes Lane

- 8.22 In terms of impacts on 122 Hayes Lane the front building line of the proposal sits forward of the existing building line with this property by approximately 3.4m, however this would not bisect the 45 degree line and would not be considered overbearing or dominant. Number 122 also has been subject to applications for two storey rear extensions that have been approved under various permissions and built out. The main increase in bulk of the proposal adjoining this property is at the rear, being approximately 4.4m deeper than the existing rear elevation of 122 Hayes Lane. The buildings would be separated by 3.0m and the proposal would not cut a line at 45° in plan form, hence the impact is considered acceptable. 122 Hayes Lane has a large garden area and so the proposal is not considered to result in a significant sense of enclosure to the garden.



Fig 7: Photos to show existing relationship with the adjoining occupiers at 122 Hayes Lane.

- 8.23 In respect to the overlooking this property has no windows in the flank elevation at the upper floors. The proposal would provide two high level windows at first floor and four high level roof lights. The first floor side windows have a cill height of 1.8 metres and as the roof lights 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.

22 Pondfield Road

- 8.24 This property is located at the rear of the site in excess of 35m from the rear of the proposal and given the separation between these properties no significant impact would occur.

8.26 In regard to noise and disturbance the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site given the proposal is for a single dwellinghouse. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area. Overall subject to suitable conditions any harm to amenity can be mitigated in accordance with policy DM10.6.

d) The effect of the proposal upon the amenities of future occupiers

8.27 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard and would contribute to the Boroughs housing need.

8.28 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 ground floor units which include both three bedroomed units have access to private amenity spaces. In regard to the upper floors other than Units 6 and 9 (at first and second floors respectively) the remaining units have access to private amenity space via recessed balconies. In respect to Units 6 and 9 these would have access to the large communal garden area at the rear of the site.

8.29 The local plan also requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space the scheme would need to provide 11.76 sqm based on the population yield calculator. There has been an area located on the plans in respect to the play area provision and this can be secured through a condition.

8.30 In terms of accessibility, level access would be provided from the front door to the ground floor units which include the 3 bedroom units. The 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 others should be M4(2), this can be secured by condition. A disabled space is proposed for the parking area.

8.31 The development is considered to result in a high quality development including family units all with adequate amenities and provides a good standard of accommodation for future occupiers in accordance with policy.

e) Traffic and highway safety implications

8.32 The Public Transport Accessibility Level (PTAL) rating is 0 which is the worst PTAL rating. The scheme seeks to provide 7 off street parking bays. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision which in this case would be 2 spaces per unit, although residential parking standards should be applied flexibly.

- 8.33 The provision of 2 spaces is a maximum provision and a 1 for 1 ratio for off-street spaces would be more in line with the London Plan and Croydon Plan targets reduce the reliance on the car and meet with sustainability targets. The current scheme provides 7 off-street car parking spaces which does not meet the requirements, however this is due to the retention of the trees and vegetation to ensure that the site remains in keeping with the street scene. 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.
- 8.34 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 33% - 36% respectively, which indicates that there would be sufficient on-street capacity to accommodate any potential overspill indicating that parking stress would be low to moderate.
- 8.35 In respect to highways safety, the scheme provides 7 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 representations that there will be an increase in the level of accidents in the area and impact on highway safety including the local school, the road accident statistics indicate that since 2001 there have been two road accidents within a 200m radius of the site. 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.
- 8.36 During demolition and construction phase of the development delivery and construction vehicles load and off load supplies and materials within the site; in order not to impede free movement of road traffic within its immediate vicinity and this would need to form part of the detailed construction method statement.
- 8.37 The proposal will provide a new vehicular access to the site and vehicles would be able to access and exit the site in forward gear, and splays have been provided to ensure that highway visibility splay standards and turning heads are incorporated into the rear car parking area and can be secured through a condition. As such the development it is not considered to harm the safety and efficiency of the highway network.
- 8.38 Cycle storage facilities would comply with the London Plan (requiring 18 spaces), and officers are satisfied that there is capacity to accommodate the required number which could be secured through planning condition. The provision of refuse storage has been demonstrated on the plans and has been found acceptable subject to materials to be approved by condition.

f) Impact on trees and wildlife

- 8.39 The existing site is heavily vegetated and provides a number of well-established trees and shrubs adding to the overall amenity value and also providing a good degree of

screening at the site particularly at the front. There are three trees subject to a Tree Protection Order (TPO 59, 2008) at the front of the property which include two Cypress trees and a Japanese maple which are all category B trees. The scheme proposes to retain the Japanese maple and the forecourt parking has been designed around that. However, the scheme would require the removal of the two category B Cypress trees (G3) and two category C trees (T11 and T12) at the front of the site, with a the removal of a further category C tree from G5 at the rear.

8.40 The applicants have submitted an Arboriculture Report and Impact Assessment which has been assessed by officers who consider that the removal of the two category B Cypress trees would be acceptable given that they are of reduced amenity value and therefore would not be included within a new TPO. Given the small number of tree removals and assessment of the new tree planting schedule / landscaping there are sufficient number of new tree planting is proposed to mitigate the loss of those removed in accordance with policies DM10.8 and DM28.

Proposed Layout (Pale Green)

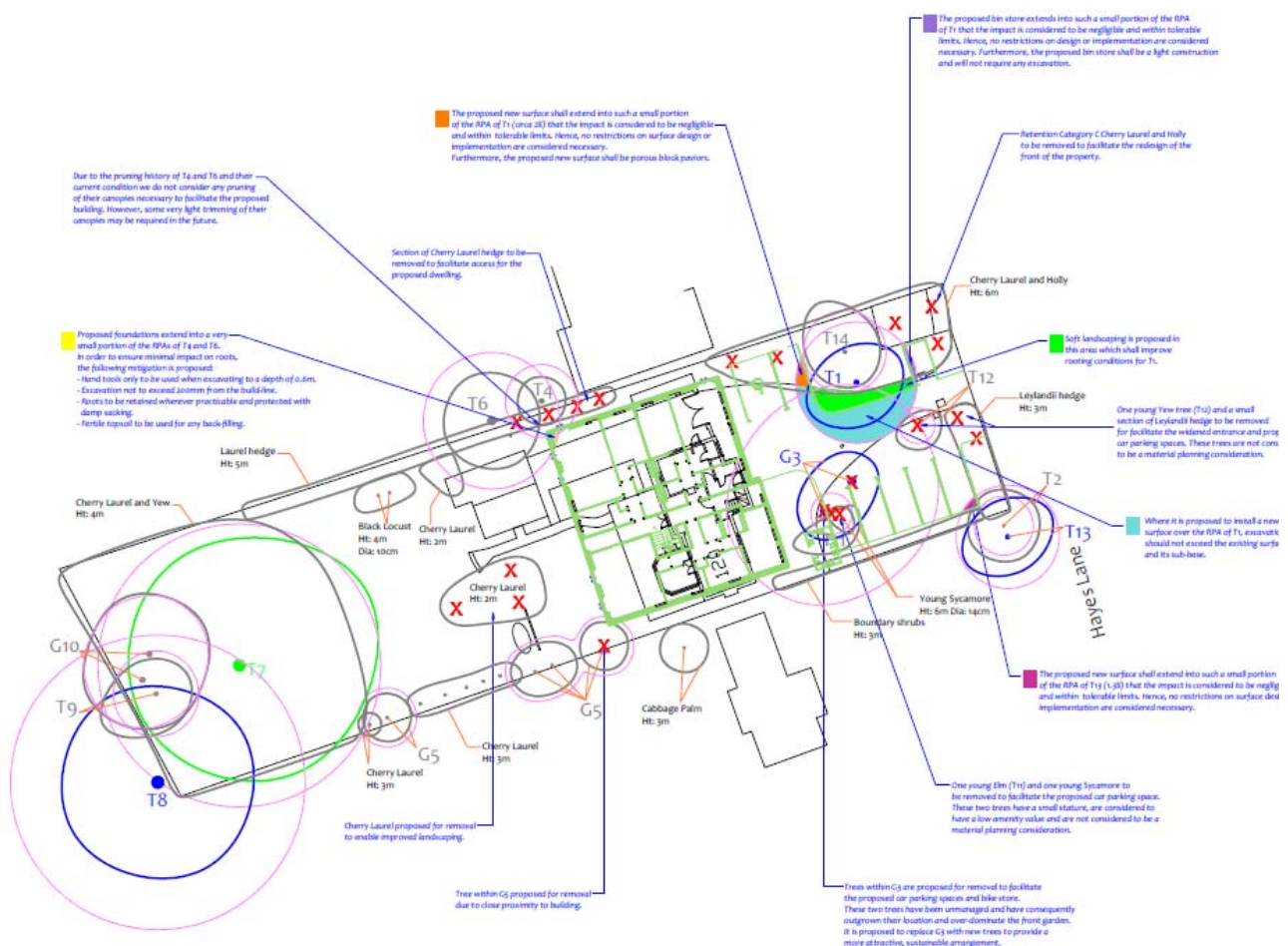


Fig 9: Extract from tree survey showing trees to be removed (marked as X's)

8.41 Concerns have been raised in respect to T6 (False Acacia) to the rear that would be effected by the amended single storey element at the rear, however it is officers view that the subject specimens is of poor condition with heavy historic pruning and would not be worthy of retention or preservation if it was situated on the subject site.

- 8.42 The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned and it is also requested that a detailed tree protection plan is submitted which can also be conditioned.
- 8.43 With regard to wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

g) Sustainability issues

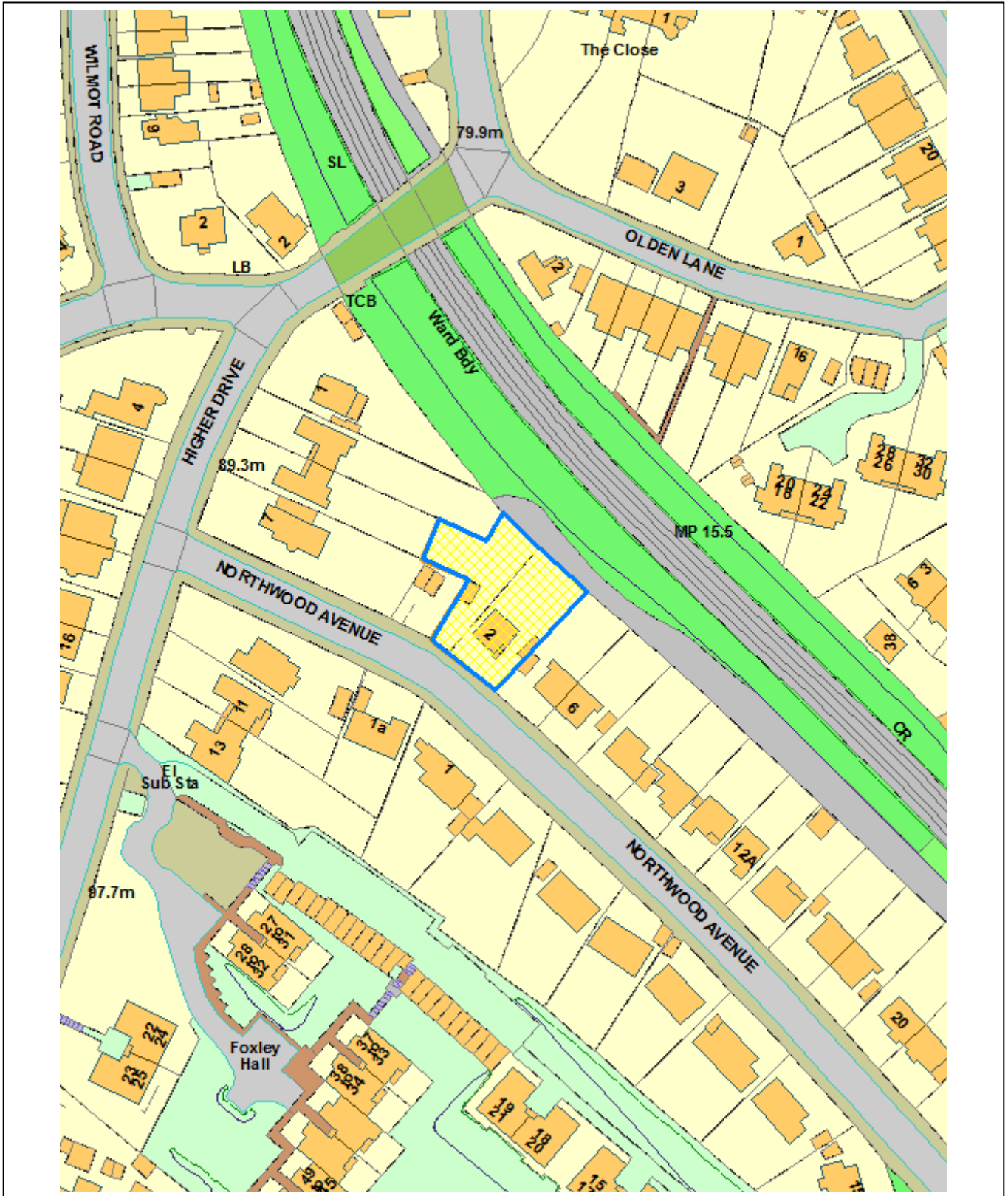
- 8.44 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.

h) Other matters

- 8.45 The site is not located in any designated flood risk area but is located in a critical drainage area, as such the applicants have submitted a Surface Water and SuDS Assessment which based on a desktop study of underlying ground conditions, infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.
- 8.46 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. The details submitted could be appropriate however it would be prudent to condition a Construction Logistics Plan to be approved as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.
- 8.47 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

- 8.48 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.
- 8.49 All other relevant policies and considerations, including equalities, have been taken into account.



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PART 6: Planning Applications for Decision

Item 6.7

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/04200/FUL
 Location: 2 Northwood Avenue and Rear of 5 Higher Drive, Purley, CR8 2EP
 Ward: Purley and Woodcote
 Description: Demolition of existing dwelling house at 2 Northwood Avenue and construction of new apartment building containing 9 residential flats at 2 Northwood Avenue and the rear garden of 5 Higher Drive, and other associated works (revised proposal).
 Drawing Nos: PL_001-00; PL_010-00; PL_021-00; PL_022-0; PL023-00; PL_050_09; PL_099-09; PL_100-10; PL_101-09; PL_102-09; PL_103-09; PL_201-08; PL_202-09; PL_203-07; Arboricultural Report prepared by Crown Consultants ref: 10093 and dated 22nd August 2018; Parking Survey prepared by Pax Associated ref: 57/1132 and dated June 2018; Internal Average Daylight Study prepared by Base Energy ref: 5562 and dated 14.11.2018.
 Applicant: Mr Alex MacDonald, Macar Developments
 Agent: Mr Paul Lewis, Altham Lewis Architects
 Case Officer: Rachel Gardner

	1 bed	2 bed	3 bed+	Total
Existing Provision	-		1	1
Proposed Provision	0	8	1	9

All units are proposed for private sale

	Number of car parking spaces	Number of cycle parking spaces
Existing Provision	1	0
Proposed Provision	4	18

1.1 This application is being reported to committee because the ward councillor, Councillor Simon Brew 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. In accordance with tree protection plan, details of servicing routes to be provided
3. No removal of vegetation or trees except at specific times
4. Drainage Strategy to be submitted
5. Noise report conclusions to be followed
6. Construction Logistics plan to be submitted
7. Details and physical samples of external materials including 120mm window reveal, balustrades, brick, and tiles.
8. Hard and soft landscaping (including soft landscaping to protect side facing windows adjoining communal path)
9. In accordance with ecology appraisal and details of mitigation and surveys to be provided
10. Details of boundary fencing (including side security fences)/ fencing to the front lightwell/ child play spaces/ refuse store (appearance, materials, size)/ cycle store (appearance, materials, size, cycle groove to stairs)
11. Car parking to be provided as specified prior to occupation
12. No additional windows in the flank elevations
13. South-eastern side windows from the bathrooms to be obscurely glazed.
14. 19% carbon reduction
15. 110 litre water usage
16. Permeable paving
17. Visibility splays
18. Time limit of 3 years
19. 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) Protected species
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house.
- Erection of a two- three storey building with accommodation within the roofspace.
- Provision of 8 x two- bedroom flats and 1 x three- bedroom flats.
- Provision of 4 off-street car parking spaces.
- Provision of associated refuse/cycle stores and communal amenity area.

3.2 The scheme has been amended during the assessment process to remove an on-site parking space (resulting in a total of 4 on-site parking spaces proposed), reduce the

total width of the proposed new dropped kerbs, creation of a new side facing upper ground floor window from Bedroom 02 of apartment 3 and revised planting layout along the communal path to the north-western side of the building. As the revisions were considered to materially alter the scheme, the application was re-notified to adjoining neighbours and those who had already made representation. The assessment contained within this report is based upon this revised scheme.

Site and Surroundings

- 3.3 The application site is located on the north-eastern side of Northwood Avenue and comprises 2 Northwood Avenue, which includes a 2-storey detached dwelling, and part of the rear garden of 5 Higher Drive, which is located on the eastern side of Higher Drive. The site falls relatively steeply from the site frontage, from south to north.
- 3.4 The surrounding area is predominately residential in character and it comprises a mixture of property types and styles. Railway lines border the site to the north.
- 3.5 The site has a number of large trees that are of public amenity value, including 2 Beech trees located within the rear of 5 Higher Drive which are subject to a Tree Protection Order (8, 2018).
- 3.6 The site has a Public Transport Access Level (PTAL) of 3. The site currently has no designated off-street parking.
- 3.7 The site has no site allocations under the Proposals Map attached to the Croydon Local Plan (2018).



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

Planning History

- 3.8 The following planning history is a material consideration to the assessment of the subject scheme:

06/04364/P – 2 Northwood Avenue, Purley, CR8 2EP – Granted planning permission on 30.11.2006

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
- No significantly detrimental impact would occur to high quality trees

5.0 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 Network Rail were consulted on the application, however no response was received.

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 10 letters of notification to neighbouring properties in the vicinity of the application site. The application was also re-notified after the submission of amended plans as detailed in section 3.2 of this report. The number of representations received from neighbours, Purley and Woodcote Residents Association, Ward Councillor Simon Brew etc in response to notification and publicity of the application are as follows:

No of individual responses: 89 Objecting: 88 Supporting: 1

- 6.2 Representations have been made from the Purley and Woodcote Residents Association as follows:

- The proposed building is too large and too tall
- Not in character with surrounding area
- Inadequate provision for disabled persons
- Inadequate provision for cycles
- Inadequate bin store
- Application does not make mention of the 434 bus

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

Summary of objections	Response
<i>Principle of the development</i>	
Loss of a family-sized dwelling	This is addressed in section 8.4 of this report.

No affordable housing	Affordable housing policies are only triggered when 10 residential units or more are included in the proposed development. As such, there is no requirement for affordable housing to be provided within the scheme.
Sets a precedent for the surrounding area	Each planning application will be considered on its own merits. Nevertheless, flatted development is an acceptable form of development in the area, subject to compliance with other material considerations.
The increased density protects the green belt and may assist regenerating the nearby town centre	Noted.
<i>Scale, design and massing</i>	
There are no flats in the surrounding area	This is addressed in section 8.2- 8.7 of this report.
Overdevelopment of the site, too large for the plot	This is addressed in section 8.14 of this report.
The existing dwelling should be protected	This is addressed in section 8.6 of this report.
Does not respect the scale and proportions of the surrounding buildings	This is addressed in section 8.6- 8.8 of this report.
Front dormers are out of character with the surrounding area	This is addressed in section 8.10 of this report.
Glass balustrades/ balconies are out of character with the surrounding area	This is addressed in section 8.11 of this report.
Bin store not attractive and the bins are the size of commercial bins, rather than residential	The design and appearance of the store will be secured by condition. The capacity of the store complies with council's local requirements and this is addressed in section 8.40.
Contravenes planning policies regarding minimum spaces between buildings	It is unclear as to which policies are being referred to. Nevertheless, this is addressed in section 8.27, 8.31 and 8.32 of this report
The building is taller than neighbouring properties	This is addressed in section 8.7 of this report.
Red brick is out of character with surrounding area. Surrounding area is predominately render.	This is addressed in section 8.9 of this report.

Parking within the front forecourt is unsightly	This is addressed in section 8.12 of this report.
<i>Amenity to neighbouring properties</i>	
Loss of privacy	This is addressed in section 8.26 to 8.34 of this report.
Visually overbearing	This is addressed in section 8.26 to 8.34 of this report.
Additional parking and vehicle usage will cause noise, dust and pollution. Contribute to respiratory diseases.	The extent of vehicle usage likely to be generated from the proposed development is not at a level which is likely to cause adverse noise, dust and pollution beyond what is anticipated for residential development. The impact on health is considered to be negligible.
Proposed front dormer windows would result in loss of privacy	The front dormer windows would be setback over 15 metres from the nearest windows on the properties on the opposite side of Northwood Avenue. Given this, and that the windows would not directly face opposite windows, no loss of privacy is anticipated to these neighbours.
Loss of light to neighbouring properties	This is addressed in section 8.26 to 8.34 of this report.
Increased noise and smell from the proposed development	This is addressed in section 8.34 of this report. The proposal is for residential development and any additional noise and smell is anticipated to be negligible and within the realms of what is expected for development of this size and nature.
<i>Quality of Accommodation</i>	
Subject to adverse noise from the railway	This is addressed in section 8.24 of this report.
Garden and outdoor areas are undersized	This is addressed in section 8.22 of this report.
Lack of child play spaces	This is addressed in section 8.22 of this report.
Accommodation is not designed for disabled persons	This is addressed in section 8.23 of this report.
Insufficient levels of light received within the flats	This is addressed in section 8.17 and 8.18 of this report.
Flats are undersized	This is addressed in section 8.16 of this report.
Insufficient storage is provided within the flats	This is addressed in section 8.16 of this report.
No lift provided	Planning policy does not require a lift to be provided within a scheme of this number of units/ size.

<i>Traffic and Parking</i>	
Lack of on-site car parking and loss of street parking	This is addressed in section 8.42- 8.48 of this report.
Contribute to the traffic and congestion in the surrounding area, particularly Northwood Avenue	Whilst the proposal will result in additional comings and goings from the site, section 8.42- 8.48 of this report details how the provision of on-site parking, and loss of street parking is acceptable in this instance. Arguably, the loss of the 2 on-street parking spaces would provide additional space on the street for passing traffic, thereby alleviating some congestion during peak commuter times.
Parking stress survey is unreasonable/ inaccurate- survey taken at inadequate times, and unreasonable to expect persons to park in Olden Lane or Wilmot Road, cars parked on double yellow lines not counted	This is addressed in section 8.35- 8.38 of this report.
No provision for delivery and offloading from lorries during construction	This is addressed in section 8.42 of this report.
No space on site for turning of vehicles	This is addressed in section 8.39 of this report.
Encourages the use of public transport	Noted.
<i>Flooding and SUDs</i>	
Greater risk of flooding on the site and the surrounding area	This is addressed in section 8.44 of this report.
<i>Trees and Wildlife</i>	
The proposal does not contribute to and enhance the natural and local environment, protected trees and endangered wildlife.	This is addressed in section 8.45- 8.50 of this report.
Loss of trees / impact on trees (including existing trees which have been cut down) and a Category A majestic copper beech tree	This is addressed in section 8.45- 8.48 of this report.
<i>Other matters</i>	
There is a covenant on the site restricting only one dwelling to be erected on the land	This is not a material planning consideration.

Additional pressure on public services- medical facilities, schools etc	This is addressed in section 8.49 of this report.
Strain on existing sewers	This is not a material planning consideration, rather a matter for building control.
Undermine stability of surrounding properties	This is not a material planning consideration, rather a matter for building control.
No fire escape	The site appears accessible for emergency vehicles to stop out the front of the site. Other matters relating to fire escapes is a matter for building control.
Plans do not show the height of the rooms and the overall height of the building	The plans are drawn to scale and are able to be measured.
The rear garden is not secure which will encouraging antisocial behaviour	Officers have no reason in front of them to anticipate that the proposal would result in antisocial behaviour. Nevertheless, details of side gates will secured by condition.
The proposed development will comprise houses of multiple occupancy, rather than families	The proposal is for 9 residential flats, not HMOs. Planning permission would be required to convert these flats into HMOs.
No site notice was placed at the site	The application was advertised in accordance with statutory criteria and local procedures.
A plan of the south-east elevation comparing the existing and proposed built form, and an accurate plan comparing the existing and proposed built footprint should be provided	The submitted plans are considered to be clear and accurately show the existing and proposed development.
The proposal will provide additional funding for local services such as doctors, schools etc	Noted.
<i>Non-material issues</i>	
De-value properties in the surrounding area	This is not a material planning consideration.
The proposal is for profit making from developers	This is not a material planning consideration.
No details of how the foul water drainage will connect to the foul water sewer in Northwood Avenue	This is a matter for building control.
There is no need for the proposed development	This is not a material planning consideration. Nevertheless, it is noted that planning policy SP2.2 sets out housing targets for the borough and that there is a need for additional housing in the borough and across London.

- 6.4 The abovementioned objections were generally reiterated in representations made during the re-consultation of the revised scheme. However, additional concerns were given to the further loss of on-site parking and an additional side facing window giving further overlooking opportunities from the revised scheme.
- 6.5 Councillor Simon Brew, Purley and Woodcote ward Councillor has made the following representations:
- Parking to the front of the property is out of character with the surrounds
 - Height and depth of the proposed building is out of character with the surrounds
 - Overdevelopment of the site
 - The submitted plans do not show the outline of the existing dwelling
 - Loss of 2 on-street parking spaces
 - Increased pressure on surrounding parking stress
 - Poor quality of accommodation of the flats within the roofspace
 - Accommodation cannot be adapted for the disabled
 - Parking surveys were undertaken at misleading times and ignored vehicles parked on double yellow lines
 - Design and access statement does not refer to bus route 434
 - Insufficient bin store capacity
 - Inaccessible cycle 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

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.7 *Draft Supplementary Planning Document (SPD2) 2018*

7.8 SPD2 is a suburban design guide that provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The SPD is also relevant to suburban developments likely to occur on windfall sites such as this scheme where existing homes are to be redeveloped to provide for several homes or proposals for building homes in rear gardens.

7.9 Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the Croydon Local Plan 2018 with one third of these units to be located in the suburbs, as guided by SPD2. You will need to have regard to this document as part of any application coming forward, as it is anticipated that SPD2 will be adopted in March 2019 and will be a material consideration of planning applications determined during this period.

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, protected species 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.

8.4 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units (as originally built) and the loss of units that have a floor area of less than 130sq.m. The existing property has a floor area of more than 130sq.m but comprises 3 bedrooms. As the proposal comprises one three-bedroom unit and six larger two-bedroom four-person unit, the proposal would not result in the net loss of three bed units on the site. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes. The proposal is considered satisfactory in this regard as the two-bedroomed four-person units would provide family accommodation, resulting in 7 of 9 units being family sized.

8.5 The site is located within an existing residential area, proposes a residential use 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

8.6 The existing dwelling does not hold any significant architectural merit and there is no objection to its demolition. There are a variety of house types and styles in the vicinity, including semi-detached and detached one and two storey properties. It is noted that other flatted schemes making more intensive use of sites have been granted planning permission along Higher Drive, to the south of the site, such as at 76 Higher Drive (ref: 17/01641/FUL) and 81 Higher Drive (ref: 18/03241/FUL)

8.7 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a two- three storey building (with accommodation within the roof) to be located at the site. The scheme respects the scale and form of the existing two-storey area as it appears as 2 storeys from the street and sensitively intensifies it

in accordance with DM10.1 through the provision of a third floor in the roof. The symmetric articulation of the form across the front elevation is welcomed.

- 8.8 The proposal is broadly in line with the front elevation of other properties on Northwood Avenue and so respects this building line, resulting in the proposal not being visually intrusive to the streetscene. The rear building line is a less significant element of the character of the area and impact on the neighbouring property's amenity is considered below.



Figure 2 Image of the existing dwelling (LHS) and the adjoining property, No. 4 (RHS)

- 8.9 It is noted that the surrounding properties are predominately finished with render however this material is not always encouraged on new building developments given that it requires a high level of maintenance due to its tendency to discolour easily. The external walls are finished with a red face brick which is considered acceptable given that a number of the surrounding properties are finished with brick on the lower part of the elevation, and the red colour will accord with the red shingles used on the front façade of a number of surrounding properties. The grey colour for the windows is considered acceptable given that this colour will be sympathetic to the face brick, and there is a mixture of white and brown window frames in the surrounding area and so there is not a complete uniformity with this. It is recommended that a condition requiring

physical samples of the external finishes of the building to be submitted to, and approved by the local planning authority.



Figure 3 Image of the proposed front elevation of the building.

8.10

The proposed dormers are modestly proportioned and are subservient to the roof form as they are set down from the ridge, setback from the sides and eaves and retain a large extent of the main roof slope. It is noted that front dormer extensions are a characteristic of the streetscene as they are evident at No. 5 and 10 Northwood Avenue.

- 8.11 The proposed building incorporates balconies to the rear and side of the building. Whilst balconies are not a feature of the surrounding area, they will be mostly unseen from the street, except for the balcony of apartment 06 located at first floor level. The balcony is setback significantly from the street and so it will not be highly visible within the streetscene.
- 8.12 Surrounding properties have parking within the forecourt area, which this scheme also has. Amended drawings have been received which reduce the number of spaces so as to be able to incorporate some landscaping into this area and for the kerb to return to a level so as to provide an adequate relationship with the street and environment for pedestrians.
- 8.13 The cycle and refuse store are suitably located and are of sufficient capacity however, details of their appearance and materials is secured by condition.
- 8.14 Representations have raised concern over the intensification of the site and overdevelopment. The site has a suburban setting with a PTAL rating of 3 and as such the London Plan indicates that the density level ranges for the site would be 150-250 habitable rooms per hectare (hr/ha), and 40- 80 units per hectare (u/ha). The density level of the proposal is 357hr/ha or 115 u/ha, which is beyond the upper limit of the range. This is considered to be acceptable as the density ranges should not be applied

mechanistically and the site is considered capable of accommodating the scale of the proposed development, without adversely impacting the surroundings.

- 8.15 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

- 8.16 All the proposed units, and bedrooms contained within, would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and are acceptable. Each of the proposed units would also meet the minimum internal storage requirements required by the NDSS.
- 8.17 The two lower ground floor units are set in to the ground at the rear due to the sloping nature of the site. The slope is not so steep that they are fully subterranean and adequate outlook and light is achieved from the side and rear facing windows. The front two upper ground floor units have a lightwell to the front. One is a through unit to also have light and outlook to the rear. The other is located in the side elevation facing the garden area and so has windows on the side elevation as well. Whilst these are north-facing these have been enlarged to capture as much light as possible.
- 8.18 All of the proposed units are considered to obtain good levels of light and outlook and an Internal Daylight Study has been submitted and it has confirmed that apartments (including the kitchen/ living rooms and bedrooms contained within) likely to receive the least amount of internal light would meet and exceed the Average Daylight Factor (ADF) to comply with BRE guidelines.
- 8.19 Habitable rooms would have adequate privacy at ground floor levels through the sensitive use of defensible planting and private amenity spaces.
- 8.20 The NDSS sets out that minimum floor to ceiling heights should be 2.3 metres for at least 75% of the gross internal area and all of the flats would comply with this, noting that the lower ground, upper ground and first floor all have floor to ceiling heights of 2.5 metres.
- 8.21 It is considered suitable to secure a detailed landscaping plan by condition. This plan would need to detail planting along the south-eastern side of the communal path down the side of the property to protect side facing window and a balcony adjoining this area.
- 8.22 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 lower ground, upper ground and first floor have access to private amenity space which meet the minimum standards, and only two units on the uppermost floor do not benefit from private balconies. However, on balance this is considered acceptable as these flats still benefit from good quality internal accommodation, they are allocated semi-private seating areas within the communal garden, and there is a decent sized communal amenity area to the side of the building. The communal amenity area is also capable of accommodating policy compliant child play space (a minimum 14.2sq.m of child play space would be required for the proposed development) and this is secured by condition. Details of the child play space would also need to ensure that no adverse impact results to the protected trees and their Root Protection Areas (RPAs)

8.23 In terms of accessibility, it is acknowledged that the London Plan seeks for new-build development to comprise 90% Category 2 'accessible and adaptable' M4(2) compliant dwellings, and the remainder 10% Category 3 'wheelchair user dwellings' M4(3) compliant dwellings. However, The London Plan also states that developments of four storeys or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the steep slope of the site, including from the street frontage to the entrance of the proposed building it is considered to be difficult to provide step free access to the dwellings, without raising the building further out of the ground (and resulting in other related impacts such as amenity impacts to neighbours, impact to character of the street scene etc). It is therefore considered acceptable to not require any M4(2) and M4(3) compliant dwellings in the proposed development.

8.24 The rear of the proposed building is positioned at least 20 metres from the railway track to the rear of the site. There are a number of residential properties in the surrounding area which are positioned closer to the railway. Whilst officers do not anticipate noise to be at a level which would compromise the quality of accommodation for future occupiers, it is considered prudent to impose a condition requiring a noise report to be undertaken, detailing the noise levels in the surrounding area and identifying suitable building materials (if required) such as fenestration types which should be incorporated in the development to reduce any unreasonable noise levels. This can be secured by condition as officers are satisfied that any adverse noise levels from the railway can be suitably attenuated through building materials.

8.25 The development is considered to result in a high quality development including a three bedroom and 6 x two-bedroom family unit all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

8.26 The adjoining properties are 4 Northwood Avenue, and 5 and 7 Higher Drive.

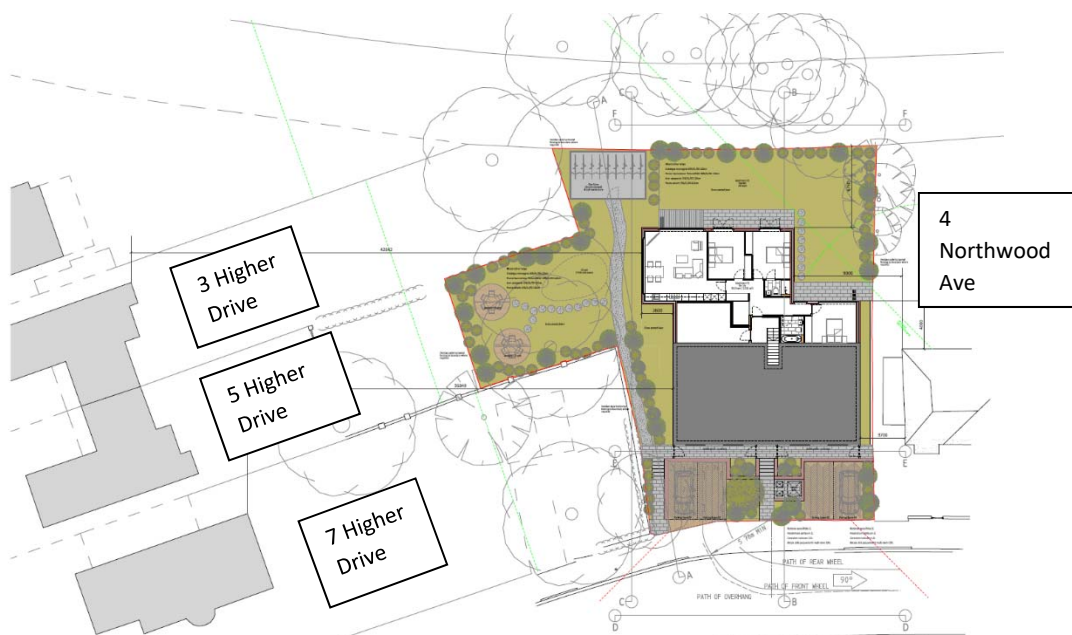


Figure 4 Proposed site plan in relation to neighbouring properties

4 Northwood Avenue

- 8.27 This neighbouring property is located to the south-west of the subject site. The part of the proposed building adjoining the shared boundary with this neighbour protrudes approximately 4 metres beyond the rear of the neighbouring property. It is positioned approximately 1 metre from the shared boundary. The depth of the proposed element adjoining the shared boundary is reasonable and does not cut at line taken at 45° from the neighbours window location and so is not anticipated to result in an overbearing visual impact and would not have an unacceptable impact on light due to its orientation to the north west. The remainder of the building extends a further 6 metres towards the rear however, it is setback approximately 6.4-6.7 metres from the shared boundary and so would have a minimal impact.
- 8.28 This neighbouring property has a first floor side facing window however, this is obscurely glazed and likely to be from a bathroom or landing and so no significant loss of outlook and/or light are anticipated to result.
- 8.29 The rear balconies nearest to this property incorporate an integrated side wall which restricts side facing views. Whilst some overlooking will result to the rear portion of this neighbours garden, this is not considered to be unusual in a residential context. There are protruding rear balconies however these are over 14 metres from the shared boundary and would not result in adverse overlooking to this neighbour.
- 8.30 The only side facing windows to this property are from bathrooms which can be secured as obscurely glazed by condition.

3-7 Higher Drive

- 8.31 These properties are located to the north-west of the application site at right angles. These properties have rear gardens of over 30m in general. The proposed building is located to the south but is not considered to significantly impact on these buildings in terms of light and outlook due to the separation distances. It is noted that some of the trees and landscaping to be retained are between the proposal and these properties, reducing any impact. In terms of loss of privacy, side facing windows are minimal and the projecting balconies are approximately 40m from the nearest rear elevation – as such no loss of privacy is anticipated.
- 8.32 Part of the original garden of 5 Higher Drive forms part of the application site, given over to communal playspace. This is not considered to give rise to significant noise or disturbance given the scale of the scheme.

Other

- 8.33 Other properties would not be significantly impacted upon in terms of light, outlook or privacy due to their separation by either Northwood Avenue or the railway line.
- 8.34 Any impacts, including noise and dust from construction works as well as any impact on the highway is anticipated to be temporary only. A construction management plan is secured by condition and this would need to cover methods to minimise amenity impacts to neighbouring occupiers during the construction phase.

Access and Parking

- 8.35 The site is located within a Public Transport Access Level (PTAL) of 3 which is considered to be good. The site is within 800m of Purley District Centre which provides a wide range of services. It is 650 metres walking distance to Purley Station and approximately 100 metres walk from a bus stop servicing the 434 bus route. The subject site is located within a controlled parking zone (CPZ) which operates for a minimal period during the day (to prevent all-day commuter parking) and this CPZ adjoins another CPZ commencing south of Beaumont Road, operating Monday to Saturday from 9am to 5pm. Parking bays are present within these CPZs however, they are unrestricted and available to all.
- 8.36 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. For this area it suggests that a maximum of 1.5 spaces per unit would be acceptable and that 1-2bed units should have less than one space per unit. The proposal incorporates 4 on-site parking spaces, and the loss of 2 on-street parking spaces in order to accommodate the new vehicle accesses.
- 8.37 The applicant has submitted a Parking Survey prepared by Pax Associates dated June 2018. The survey has been undertaken in accordance with the Lambeth methodology, which is the industry accepted methodology for undertaking parking stress surveys. The surveyed area had 75 parking spaces (discounting the 2 on-street parking spaces which are removed by the proposed development). At the surveyed times, it was found that a maximum 51 of the unrestricted parking spaces were occupied, resulting in 25 unrestricted spaces being vacant, and a total occupancy and parking stress of 66.7% within the surveyed area. The survey has been carried out in accordance with industry standard guidance.
- 8.38 The survey found that the surrounding streets are capable of accommodating an overspill of car parking as the proposed development would result in a parking stress of 86.6% in a worst case scenario of each flat having two vehicles. However, given the size of the units and the PTAL, this is unlikely to be the case. The levels of parking are considered to be adequate.
- 8.39 Parking spaces at the fronts of properties on Northwood Avenue do not generally incorporate off-street turning spaces, so this element of the proposal is not considered to be inappropriate. The amendments secured reduce the extents of dropped kerbs to limit the impacts on pedestrians. Double dropped kerbs are generally typical and so on balance this element of the proposal is considered to be acceptable.
- 8.40 A refuse store is provided within the front setback and the location is considered suitable as it is level to the street and provided within 20 metres pulling distance to the street. The submitted plans have also shown that the store is capable of accommodating sufficient capacity of waste, recycling and food waste.
- 8.41 The cycle store has been provided within the rear garden. The location of the store is considered acceptable given the constraints of the site and the front forecourt being used for car parking, landscaping and the refuse store. The cycle store accommodates 18 cycles which is sufficient and complies with London Plan requirements. Details of

the appearance, size and materials of the store would be secured by condition as well as a cycle groove to the external stairs at the front, so that it is easier to store a bike.

- 8.42 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

- 8.43 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.

- 8.44 The site is not within a flooding area, nor within a critical drainage area. Given the extent of the development proposed, it is considered suitable for a Drainage Strategy to be secured by condition. Permeable paving will also be secured by condition and this should accommodate surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event.

Trees, protected species and landscaping

- 8.45 The two Beech trees within the rear of No. 5 Higher Drive are subject to a tree preservation order (TPO) (8, 2018) and it is noted that there is a TPO on a tree immediately adjacent to the site (TPO 3, 1994) at No. 7 Higher Drive. It is noted that a number of representations have raised concern that trees have been cut down on the subject site however, these trees were not protected and permission was not required to be gained for the removal of these trees.

- 8.46 The applicant has submitted an Arboricultural Report (prepared by Crown Consultants and dated 22nd August 2018) and Tree Protection Plan. The report has detailed that two Category C trees (labelled G1 in the report) are proposed to be removed in order to facilitate the development. These trees are small in size and are not visible from the public domain. Minor pruning works are proposed to three trees (labelled T4, T5 and T6 in the report) in order to protect these trees during construction works. Only small branches are required to be pruned and this is not anticipated to undermine the health and structural integrity of the trees.

- 8.47 Whilst pedestrian surfaces, stores and building foundations are proposed within the root protection areas (RPAs) of various trees (T4, T5, T6, T11 and T13) no adverse impact is anticipated to the health of these trees, given the minimum excavation and sympathetic foundation design of the proposed works. A condition can secure details of these works and a protection plan.

- 8.48 As the site contains buildings to be demolished and some overgrown areas of vegetation, a suitably qualified ecologist has conducted a survey of the site for protected species. This has looked at the potential for the site to accommodate species or their habitats and what further work or mitigation is required. This has found that there is no evidence of protected species on the site and that some of the existing landscaping and buildings have potential to provide habitats or roosting locations for species, including bats.

- 8.49 Regarding the buildings, the existing dilapidated garage has been found unsuitable for bats and a survey shows no evidence of their presence. As such, no further works or mitigation is required. The existing house has been found to have potential for bat roosting due to having some cracks in the roof. An internal survey of the loft of this building has concluded that there is currently no evidence of bats being present. As this is still the habitat which bats would find favourable, the report concludes that prior to commencement of works, further surveys should be conducted and final details of mitigation measures confirmed.
- 8.50 The methodology and findings of the report have been assessed against Natural England's Standing Advice regarding surveys and requirements for protected species in the planning process and is considered to be adequate. The conclusion that the main house may be suitable for bats due to the maintenance of the roof is considered appropriate although it is noted that there is no evidence of any being present and the house is occupied which leads to a certain amount of disturbance which would affect the likelihood of bats roosting. The report sets out mitigation that could be required, including re-provision of roosting opportunities in the new development. This is considered to be easy to accommodate into the design of the development and so a condition is recommended to secure final surveys and the detailed design of mitigation.
- 8.51 The vegetation and trees on the site provide habitat that nesting birds or common reptiles (not protected reptiles) may use. As such, their clearance should be carried out at certain times of the year and in accordance with specified methodologies. A condition is recommended to secure these details.
- 8.52 It is noted that protected species have statutory protections under other legislation, and licenses from Natural England would be required for elements of the work, providing additional protections.

Other matters

- 8.53 Representations have raised concerns that local schools, healthcare facilities 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

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

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PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

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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