

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,
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, 31 January 2019** at **6.30pm** in **Council Chamber, Town Hall, Katharine Street, Croydon, Surrey, CR0 1NX**

JACQUELINE HARRIS BAKER
Director of Law and Governance
London Borough of Croydon
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www.croydon.gov.uk/meetings
Wednesday, 23 January 2019

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

Democratic.Services@croydon.gov.uk or phone the number above by 4pm on the Tuesday before the meeting.

THIS MEETING WILL BE WEBCAST LIVE - Click on link to view:

<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 17 January 2019 as an accurate record.

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

5. Development presentations (Pages 5 - 6)

To receive the following presentations on a proposed development:

There are none.

6. Planning applications for decision (Pages 7 - 10)

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

6.1 18/05009/FUL 55 Selcroft Road, Purley, CR8 1AJ
(Pages 11 - 28)

Demolition of the existing two storey detached residential property and garage, erection of a two storey (plus roof and basement), creation of nine self-contained residential units (C3), with car parking, bin and cycle stores, terraces on side and rear elevation, and landscaping.

Ward: Purley and Woodcote
Recommendation: Grant permission

6.2 18/05787/FUL 76 Reddown Road, Coulsdon, CR5 1AL
(Pages 29 - 46)

Demolition of existing house and erection of a 2/3 storey building with accommodation in the roof to provide 9 units with associated parking/access, landscaping, cycle and refuse stores.

Ward: Coulsdon Town
Recommendation: Grant permission

7. Items referred by Planning Sub-Committee

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

There are none.

8. Other planning matters (Pages 47 - 48)

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

There are none.

9. Exclusion of the Press & Public

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

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

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Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 17 January 2019 at 6.35pm in Council Chamber, Town Hall, Katharine Street, Croydon, CR0 1NX

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

MINUTES

Present: Councillor 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

Also Present: Councillors Jan Buttinger and Maria Gatland

Apologies: Councillor Chris Clark (for lateness)

The Chair made an announcement regarding the recent death of Councillor Maggie Mansell (6 January 2019). Councillor Mansell, a biomedical scientist, had spent many years on the Planning Committee and was a long standing Member of the Council with twenty-nine years of service. Her work had been recognised and appreciated by many. Councillor Perry added that Councillor Mansell took her role as a Councillor and Ward Councillor very seriously, and she was very missed by both sides of the Council.

The Chair lead a minute silence in memory of Councillor Maggie Mansell.

PART A

Councillor Fraser arrived to the meeting at 6:41pm.

1/19 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on Thursday 6 December 2018 be signed as a correct record.

2/19 **Disclosure of Interest**

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

3/19 **Urgent Business (if any)**

There were none.

4/19 **Development presentations**

There were none.

5/19 **Planning applications for decision**

6/19 **18/04342/FUL 13 Hermitage Road, Kenley, CR8 5EA**

Demolition of existing dwelling; erection of a three storey block comprising 1 x 3 bedroom 7 x 2 bedroom and 1 x 1 bedroom apartments with associated access, provision of 6 parking spaces, cycle storage and refuse store.

Ward: Kenley

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

Councillor Clark arrived to the meeting at 6:58pm and apologised for lateness and made clear that he would take no part in the consideration of this item as he had not been present to hear the whole of the presentation (in line with the Council's constitution).

Stephen Shea spoke against the application.

Debi Sherman spoke against the application.

Referring Ward Member, Councillor Jan Buttinger, spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application. There was a request for a condition that the garden space be part of the landscape in an environmental friendly area with no obstruction to visibility. Councillor Ali seconded the motion.

Councillor Streeter proposed a motion to **REFUSE** the application on the grounds of over intensification of site, resulting in a lack of loss of amenities to adjoining occupants and lack of private amenities for future residence. Councillor Oviri seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 13 Hermitage Road, Kenley, CR8 5EA.

7/19 **18/00455/FUL Land to the rear of 23-25 Normanton Road, South Croydon**

Erection of three storey building with accommodation in roof space with basement parking area comprising five flats. Formation of vehicular access off Ward Close, erection of refuse store on Ward Close.

Ward: South Croydon

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

Bumni Olafare (Normanton Mews Ltd) spoke against the application.

Antony Brown spoke in support of the application.

Referring Ward Member, Councillor Maria Gatland, spoke against the application.

Councillor Perry proposed a motion to **REFUSE** the application on grounds of over development of site and massing, loss of amenities to occupants, inappropriate access arrangement proposed, and loss of trees and ecology in the area. Councillor Roche seconded the motion with the addition of the adverse effect on wildlife.

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

The motion to refuse was put forward to the vote and fell with five Members voting in favour and five Members voting against. The Chair used her casting vote to vote against the motion to refuse the application.

The motion to approve was put forward to the vote and was carried with five Members voting in favour and five Members voting against. The Chair used her casting vote to vote in favour of the motion to support the application.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of Land to the rear of 23-25 Normanton Road, South Croydon.

8/19 **Items referred by Planning Sub-Committee**

There were none.

9/19 **Other planning matters**

There were none.

The meeting ended at 8.46 pm

Signed:

Date:

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

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

2 ADVICE TO MEMBERS

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

3 FURTHER INFORMATION

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

4 PUBLIC SPEAKING

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

5 BACKGROUND DOCUMENTS

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

6 RECOMMENDATION

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

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PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 ROLE OF THE COMMITTEE MEMBERS

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

4. THE ROLE OF THE CHAIR

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

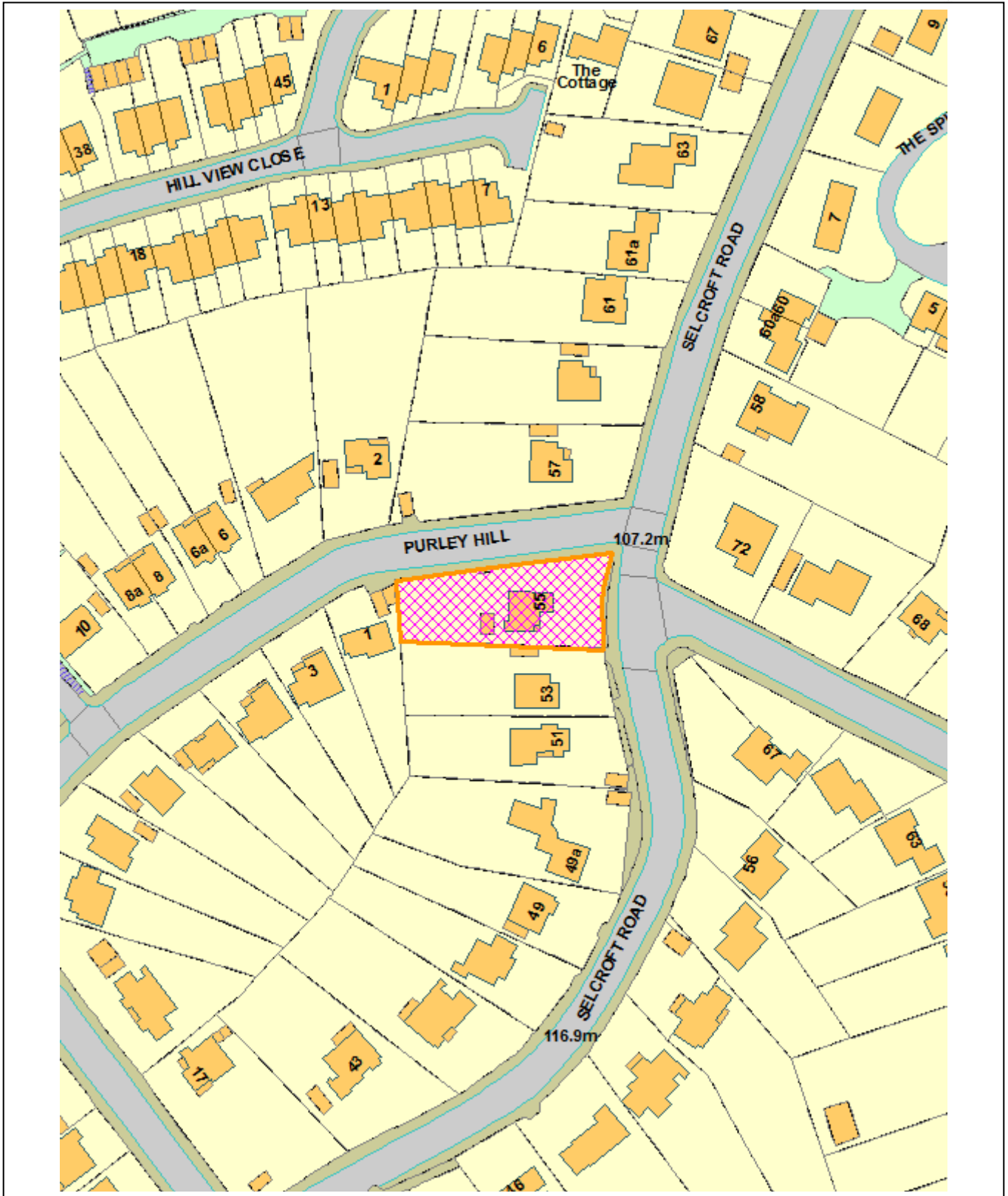
8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/05009/FUL
 Location: 55 Selcroft Road, Purley, CR8 1AL
 Ward: Purley and Woodcote
 Description: Demolition of the existing two storey detached residential property and garage, erection of a two storey (plus roof and basement), creation of nine self-contained residential units (C3), with car parking, bin and cycle stores, terraces on side and rear elevation, and landscaping.
 Drawing Nos: P-1, 2, 3B, 4B, 5C, 6E, 7B, 8B, 10A, 11A, 12, 13, 14, 15
 Applicant: Sterling Rose.
 Agent: Sterling Rose.
 Case Officer: Barry Valentine.

	1B 2P	2B 3P	2B 4P	3B 5P	4B 6P	Total
Existing Provision					1	1
Proposed Residential Mix	4	2		3		9

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

1.1 This application is being reported to Planning Committee as 50 objections have been received, which is above the threshold set out in the Committee Consideration Criteria and following on from Ward Councillor representation and referral request (Cllr Simon Brew) in accordance with the Committee Considerations Criteria.

2.0 RECOMMENDATION

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

4. Details on landscaping including replacement trees, play-space, biodiversity mitigation measures, accessibility, inclusiveness, and boundary treatments (design and privacy).
5. Sustainable Urban Drainage System.
6. Provision of on-site car parking – prior to occupation and permanently retained thereafter.
7. Refuse and cycle store to be built prior to occupation.
8. Ground floor level units to meet M4 (2) accessibility standard.
9. Water use target.
10. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
11. Installation of one active and one passive electric vehicles charging point.
12. Dropped kerb to be installed and pavement reinstated prior to occupation of the development.
13. Obscurely glazed non opening up to 1.7m high windows on south flank elevations at first floor level and above.
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

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

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 Planning permission is sought for the demolition of the existing two storey detached residential property and garage and the erection of a two storey (plus roof and basement level) building comprising nine self-contained residential apartments with associated car parking, bin and cycle stores, terraces on side and rear elevation and landscaping.

Site and Surroundings

- 3.2 The application site is a detached two storey property located on the west side of Selcroft Road, at its junction of Purley Hill and Oakwood Avenue. The property is in use as a single family dwelling house. Selcroft Road slopes relatively steeply - dropping down south to north.
- 3.3 The surrounding area is predominately residential and suburban in character. Properties are generally detached or semi-detached and are generally two storeys in height.

- 3.4 There are no direct policy constraints identified in the Croydon Local Plan (2018).
- 3.5 The site is located in Flood Risk Zone 1 (low). The site itself is modelled as being at low risk (1 in 1000 years) from surface water flooding. The road in front of the property however is modelled at being at medium risk (1 in 30 years). The site is not deemed to be at risk from ground water flooding.
- 3.6 The site has a Public Transport Accessibility Level (PTAL) of 0 (worst).

Site Planning History

- 3.7 Planning permission reference (89/02616/P) was granted on the 15/10/1989 for the erection of a detached garage.

Relevant Adjacent Site Planning History

- 3.8 Planning permission was granted in December 2017 in respect of 51 Selcroft Road for the demolition of existing building and the erection of two storey building with accommodation in roof-space and basement comprising 7 flats (2 one bedroom, 4 two bedroom and 1 three bedroom flats): provision of associated 6 parking spaces and landscaping. (LBC Ref 17/04306/FUL). At the time of drafting this report no works had commenced.
- 3.9 Planning permission was granted in July 2018 in respect of 53 Selcroft Road for the demolition of the existing two storey detached property, erection of a two storey plus roof level and basement level building to provide eight new self-contained residential flats (C3) with associated landscaping, car parking, refuse store and cycle parking (LBC Ref 18/01499/FUL). At the time of drafting this report, no works had commenced on site.
- 3.10 Planning permission was granted in August 2018 in respect of 2 Purley Hill for the demolition of the existing two storey property and garage structure, erection of a part two /part three storey building with roof level, creation of nine self-contained flats (C3) with associated landscaping, front light-wells, level changes, terraces, refuse store, cycle stores and car parking (LBC Ref 18/01996/FUL). At the time of drafting this report, no works had commenced on site.
- 3.11 Planning permission was granted in September 2018 in respect of 63 Selcroft Road for the demolition of the existing bungalow, erection of a two storey plus roof and basement level property, creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping (LBC Ref 18/00239/FUL).

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local

Plan (2018). The proposed development provides a good mix of units, including 3x3 bed (5 person) family sized units.

- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- Whilst the proposed development would result in some additional on street parking, this would not generate significant levels of parking stress – even after taking into on street car parking expected as a consequence of previously consented development in the immediate vicinity. The proposed development would also not have an adverse impact on the operation of the highway.
- The proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to the imposition of planning conditions, the proposed development would not have an adverse impact on flooding.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

- 6.1 A total of 6 neighbouring properties were notified about the application and invited to comment by the way of letter. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

Individual responses: 50 Objections 50

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

Objections

- Flats are not in keeping with the area which is made up of detached family houses.
- Development does not respect existing buildings.
- Development not in keeping with the street-scene or appearance of the area.
- Concerns over population density.
- Buildings will tower over neighbouring properties and will have an adverse impact on neighbouring properties privacy and light.
- Terraces would overlook neighbouring properties and gardens and cause noise disturbance.
- Development would increase noise disturbance.
- Inadequate garden and play space
- Concerns over cumulative impact.

- Concern over the loss of family unit.
- The development takes up to much of the back garden.
- Population is declining due to Brexit and therefore there is no need for additional housing.
- The parking assessment makes no reference of developments approved at 53 and 57 Downs Court Road, 34a Selcroft Road, 51, 53 and 63 Selcroft Road, 2 Purley Hill and the houses at 7a Warren Road.
- The parking assessment is flawed as it assumes that you can park on both sides of the road, which is dangerous. It will also prevent bin lorry access.
- Parking stress will make the road dangerous for pedestrians, and in particular children.
- Concerns over construction impacts on the operation of the highway and on neighbouring properties.
- Concerns about having a dropped kerb close to the junction.
- Impact of the development on local infrastructure.
- The development will through the concreting over the garden have an adverse impact on biodiversity.
- No room for meaningful soft landscaping. No room for trees to grow.
- Cycling provision will not be used as the site is on a hill.
- This area has been an attractive place to raise a family with its space and trees and not a lot of cars, but these constant applications for flatted developments is changing this.
- Development's impact on trees, many of which have already been cut down.

6.3 The following Councillors made representations:

Cllr Simon Brew (Ward Councillor for Purley and Woodcote)

- Overdevelopment of the site especially when considered in the context of consented surrounding developments. Concern over the provision of light-wells and the quality of accommodation that they will provide. Cumulative impact not taken account of in applicant's submission. Not in keeping with the local area. Development reduces the choice of homes as there are enough flats already and family housing is needed. No lift is being provided by the development so development not suitable for down-sizers. Submitted statements from the applicant are not site specific and contains irrelevant information. Bicycle store is not conveniently located. Parking survey does not take into account cumulative impact of other approved developments.

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government guidance is contained in the National Planning Policy Framework (NPPF), revised in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

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

- Policy 1.1 Delivering the Strategic Vision and Objectives for London.
- Policy 3.3 Increasing Housing Supply.
- Policy 3.5 Quality and design of Housing Developments
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.6 Architecture
- Policy 7.19 Biodiversity and Access to Nature

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

Croydon Local Plan (2018)

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

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

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

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

Principle of development and quality of residential units created.

Principle of Development

8.2 Policy DM1.2 of the Croydon Local Plan (2018) 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 130 sq.m. The existing property is a four bed house with a floor area of 165 sq.m. The proposed development would therefore comply with DM 1.2 and 3 replacement family units (3 bed 5

person units would be provided as part of the development (in place of the original four bed unit).

- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. The development exceeds the strategic target by providing the three family units (which would amount to 33%).
- 8.4 The London Plan (2016) sets a minimum 10 year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) to a minimum 20 year target of 32,890 over the period of 2016 to 2036. The Draft London Plan (2017) has provisionally set a minimum ten year target for the borough of 29,490 new homes over the period of 2019/20 to 2028/29.
- 8.5 The proposed development would create additional residential units that would make a small (albeit meaningful) contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018). There is no policy requirement for the provision of affordable housing, as less than ten units are proposed as part of this proposal. Officers did explore whether there was capacity to deliver a further unit – thereby introducing an affordable housing requirement. However, officers are satisfied that an additional unit would have reduced the level of family accommodation being delivered as part of this proposal. There was also concern that the introduction of a further unit would have affected the overall quality of the development. Officers are satisfied that the scheme suitably realises the optimal capacity of the site to deliver additional homes.

Quality of Units

- 8.6 The proposed development would provide good quality units that would make a positive contribution to the borough's housing stock. All the proposed units would meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms would meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'. It is worth noting the basement level units are generously sized, with Flat 1 and 2 exceeding minimum floorspace standards by 9 sq.m.
- 8.7 The units would receive good levels of light, outlook and aspect. All the units would be dual aspect or single aspect, but not north facing. Key habitable rooms i.e. living rooms, kitchens and main bedrooms would be served by generously sized windows.
- 8.8 The units that are proposed to be located in the basement have been carefully designed and orientated to maximise light and outlook. The main living areas within the basement would have views into generously sized rear light-wells that double up as external amenity space. Additional light would enter into the basement units through pavement lights, located on flank elevations of the property, which in combination with windows located on the rear elevation would

ensure the central kitchen areas would be adequately lit. The front light-well would be generously sized and would ensure that the bedrooms facing onto them would receive appropriate levels of light and outlook.

- 8.9 Policy DM 10.4 of the Croydon Local Plan (2018) requires developments to provide 5 sq.m of private external amenity space for 1 to 2 person units, with an extra 1 sq.m per extra occupant. All the proposed units would have access to their own appropriately sized private amenity space, in compliance with these size standards. Opportunities for small scale play-space, in line with policy DM10.4(d), would be delivered through the use of planning conditions with the external amenity space required to be designed in order to be flexible, multifunctional, accessible and inclusive as reasonably possible, in line with the requirements of policy DM10.5.
- 8.10 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.
- 8.11 The applicant has confirmed that the units located on the ground floor level would meet M4(2). The applicant has raised concerns about installing a lift due to the impact that this has on service charge for new residents. A condition is recommended requiring the three units at ground floor level to comply with M4(2).

Impact - Appearance of the Site and Surrounding Area.

- 8.12 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable.
- 8.13 The proposed bulk and mass of the development is appropriate. The development would appear as two storeys when viewed from Selcroft Road, in keeping with the two storey prevailing height of the majority of buildings in the surrounding area. The development is of an appropriate width with a 1 metre gap to the boundary with 53 Selcroft and the main side wall set between 2 to 3 metres away from the pavement on Purley Hill. In terms of front building lines, the development would only be 50 cm further forward than the existing property and set back from both the existing and approved front building line of 53 Selcroft Road. Whilst the rear building line would extend further back into the site than the existing and approved rear building line of 53 Selcroft Road, this would not

have a detrimental impact. A 14 metre gap would be maintained to the rear boundary.

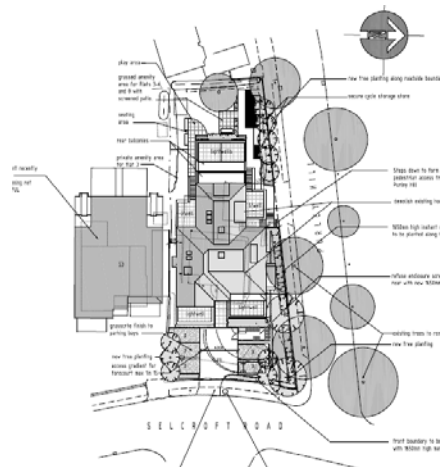


Image 1 – Proposed site layout plan.

8.14 The proposed form of the building and traditional design echoes developments' approved at 51 and 53 Selcroft Road and considered to be in keeping with existing properties in the area. The development would be finished in materials of a traditional appearance, further details of which are recommended to be secured by condition.



Image 2 – Proposed street scene with approved development at 51 and 53 shown.

8.15 The proposed front light-wells, whilst not characteristic of Selcroft Road would form discreet and respectful features to the street scene with both light-wells set between 8.5 and 10 metres back from the Selcroft Road pavement and views from the side from Purley Hill obscured by planting and changes in land level. Other front light-wells have been approved at 51, 53 and 63 Selcroft Road. The elevation of the basement level has been appropriately designed and would respect the Selcroft Road street-scene. The proposed rear light-wells would be acceptable given their location adjacent to the rear elevation of the property, limiting their impact on the appearance of the rear garden garden's appearance. The balustrades to the light-wells would be black painted metal in keeping with the design of the property.

8.16 The landscaping of the front garden area would provide an appropriate balance between the need to increase parking provision on site, whilst being respectful of the green character of the area. Mature hedging would be located around the majority of the front garden and side boundary area that would help to create an

effective green screen. Whilst additional trees are also proposed, their success will be influenced to a certain extent by their close proximity to car parking areas. Further details of landscaping is recommended to be secured via condition. The bin store has a simple timber boarded design that would be partially screened from view by mature hedging. The design of the cycle store is also acceptable given that it would not be widely visible from public viewpoints. A condition is recommended to ensure that the bin and cycle store is provided prior to occupation.

- 8.17 Overall, the proposed development would have an appropriate mass, form, scale and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.

Impact on Neighbouring Residential Amenities

Light and Outlook

- 8.18 The proposed development would not have an unacceptable impact on neighbouring properties' living conditions. The appropriate front and rear building lines and staggered massing would limit the degree of impact on neighbouring amenity (light, outlook and enclosure) as well as limiting overshadowing of neighbouring properties' gardens.
- 8.19 To the rear of the site is the flank elevation to 1 Purley Hill. This flank wall features four windows, two at ground and two at first floor level. All four windows are understood to be secondary windows to a reception room at ground floor level and a bedroom at first floor level. This property's light and outlook would not be significantly impacted given the separation distance of over 17m from the rear wall at first floor level. Similarly, in view of site separation, the development would not cause unacceptable loss of light and outlook to 57 Purley Hill (located approximately 17 metres north of the site boundary).



Photo 1 – Flank wall of 1 Purley Hill taken from the sites' garden.

8.20 The proposed development would not have an unacceptable impact on light and outlook of existing property at 53 Selcroft Road, as the existing windows on the flank elevation are either non-habitable rooms such as bathrooms, or secondary windows whose rooms would still receive good levels of light and outlook from their main windows. Windows on the front and rear elevation light and outlook would also not be unacceptably harmed due to the appropriate front and rear building lines and staggered massing of the development. Similarly, the proposed development would not compromise the quality of living accommodation that would be provided, should the planning permission for 53 Selcroft Road be implemented (LBC Ref 18/01499/FUL); the approved windows in the flank elevation of the approved scheme for 53 Selcroft Road would be either secondary windows or would serve non habitable rooms.

Privacy

8.21 The proposed terraces that would be located on the rear and side elevation would not cause unacceptable harm to privacy enjoyed by occupiers of 1 Purley Hill. The edge of the first floor roof terrace would be located approximately 15.5m away from the windows located on the flank elevation 1 Purley Hill. This separation distance is considered to be sufficient in this particular instance, especially as the side windows to 1 Purley Hill are only secondary windows and relatively narrow. The new terraces would not have direct views into the windows of 53 Selcroft Road (both existing windows and those approved under planning reference 18/01499/FUL).

8.22 As regards 57 Selcroft Road, there would be a 17 metre separation distance (across Purley Hill) and any views experienced would not be dissimilar to what can already be experienced from the pavement.



Photo 2 – Pavement view of southern wall of 57 Selcroft Road

8.23 New openings on the development would not cause unacceptable harm to neighbouring privacy due to the separation distances and subject to condition requiring the windows on the southern flank elevation of the proposed development at first floor level to be obscurely glazed and non-opening up to a

height of 1.7m from the finished floor levels. The proposed roof-lights would not cause significant harm to neighbouring privacy given their angle and height. Windows located on the front of the property would largely have views across Selcroft Road. There would be some overlooking of neighbouring gardens from the new windows on the development, but the impact of which is not considered to be significant and reflects existing conditions to a certain extent.

- 8.24 A condition is recommended in regards to boundary treatments, to both ensure that they are of an appropriate design and to help mitigate the impact of potential overlooking from use of the garden on neighbouring properties' gardens.
- 8.25 The proposed intensification of the use of the site would not be sufficient to create significant and unacceptable levels of noise disturbance to neighbouring properties and their gardens.

Impact - Parking and Highway Conditions

- 8.26 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy in low PTAL areas, one and two bed units are expected to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit and four or more bed units up to 2 parking spaces per unit.
- 8.27 The proposed development would provide 5 car parking spaces for the nine units. The applicant has submitted a Transport Technical Note (produced by Markides Associates). Using census data for Purley Ward and based on the unit types proposed, it predicts that the development would generate demand for 7 parking spaces. Whilst the PTAL level is poor, it is still worth noting that the site is only 13 minutes walking distance to and from Purley Train Station.
- 8.28 However, contrary to this Technical Note and looking at a possible worse case, officers predict that the development is more likely to generate a higher demand than the Purley Ward average due to its location on a hill and the poor PTAL rating of the site. It is assessed that the development is more likely to generate closer to 9 car parking spaces (i.e. 1 per unit). Therefore under the applicant's estimate there would be a predicted displacement of two cars, whereas officers feel that the level would be four cars – which would have to park on street.
- 8.28 The applicant has submitted a parking survey that determines the level of on-street car parking capacity for Selcroft Road, Purley Hill and part of Oakwood Avenue). In line with the Lambeth Methodology, this was carried out on two consecutive week-day nights (Wednesday 31st January and Thursday 1st February 2018). The survey was carried out on weekday nights as this is generally when residential parking demand is generally the highest. Of the 224 on-street parking spaces available, only 20% (45 cars parked) to 21% (46 cars parked) were shown to be occupied. Parking stress is deemed as high when there is an 85% saturation.
- 8.29 The applicant's parking survey has taken into consideration four other developments approved within the survey area (2 Purley Hill, and 51, 53 and 63

Selcroft Road) and estimated that combined with the proposed development and based on the assumption that all developments get built, eight cars would need to be accommodated onto the street.

- 8.30 Officer's consider that the impact is likely to be higher as set out below. This is calculated on the assumption that each provided unit will need one parking space:

51 Selcroft Road

7 Units, 6 on-site parking space - 1 Car displaced on street

53 Selcroft Road

8 Units, 4 on-site parking spaces - 4 Cars displaced on street.

63 Selcroft Road

9 Units, 6 on-site parking spaces - 3 Cars displaced on street.

2 Purley Hill

9 Units, 2 on-site parking spaces - 7 Cars displaced on street.

Total estimated displaced cars from other approved developments – 15 displaced cars on street.

Including the proposed displacement associated with the current proposed development, this would equate to 19 on street car parking spaces. Officers are satisfied that there remains capacity to accommodate this level of on-street car parking without causing highway safety concerns.

- 8.31 Objection letters have also referred to further planning permission having been granted.

Rear of 53 Downs Court Road (18/01439/FUL)

57 Downs Court Road (18/02697/FUL)

- 8.32 It is worth noting however that both sites are located over 500 metres from the application site and are therefore unlikely to result in additional parking stress within parking survey area. Other sites highlighted (7a Warren Road and 34A Selcroft Road) have either been granted planning permission with a full complement of on-site car parking or have yet to be determined.
- 8.33 Taking into account the relevant approved developments and assuming that all get built, then parking stress under officer's estimates would increase to approximately 29%, which is significantly below the 85% considered to be high parking stress. Officers are therefore satisfied that there continues to be sufficient on-street car parking capacity in surrounding streets to absorb any parking demand generated by this development, including when taking into account the potential parking impact of other developments approved and under construction in the local area. Given the amount of parking space availability on surrounding streets, there is insufficient evidence to suggest that residents from the development would park dangerously, to the detriment of highway or pedestrian

safety, including that of children and those with disabilities. Moreover, given the relatively small number of units proposed, the scheme would not cause significantly levels of traffic generation.

- 8.34 The existing property has a dropped kerb on Purley Hill that serves the existing garage. The existing dropped kerb would be removed, the pavement/kerb reinstated and a new dropped kerb created onto Selcroft Road. The two sets of car parking spaces would be located 6 metres apart which would be sufficient to ensure that cars could enter and leave the site safely in a forward gear. Whilst the dropped kerb is located at the junction, given cars would be able to exit in a forward gear, the speed of the road and low levels of traffic using Selcroft Road, it is unlikely that the location of the crossover would cause serious highway safety issues.
- 8.35 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. A planning condition is recommended to accommodate these requirements.
- 8.36 The London Plan (2016) requires one cycle parking space to be provided for all one bed units and two cycle parking spaces for all 2+ bed units. To be London Plan (2016) compliant 14 cycle parking spaces would need to be provided. Submitted drawings shows two cycle stores with a total capacity of 14 cycle parking spaces. A condition is recommended requiring the bicycle storage to be provided prior to occupation. The cycle store is reasonably accessible with it able to be accessed via the side gate and via the rear garden.

Impact on Trees.

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

Impact on Flood Risk

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

Other Planning Issues

- 8.39 The standard requirement to reduce carbon dioxide emissions (19% beyond the 2013 Building Regulations) would be delivered through compliance with an imposed planning condition.
- 8.40 A bin store area is proposed to the side of the property. The bin store contains 1100L recycling bin, nine 120 litre general waste bins and one 140L food waste bin. The size of the bin store is appropriate. A condition is recommended requiring this bin store to be provided prior to occupation. The bin store is located sufficiently away from neighbouring windows that its impact on neighbouring properties' amenity in terms of odour would not be significant.
- 8.41 The impact of the development during construction is considered to be sufficiently controlled by other legislation such as the Noise Act 1996. Placing further conditions on the development to control demolition and construction would be overly onerous given the scale of the development and the location.
- 8.42 In terms of wildlife and biodiversity, the site is not in a protected area and there is insufficient evidence especially given the characteristics of the site (residential property with gardens) to suggest that there is protected flora and fauna on site. Whilst there would be the loss of some trees/planting as a result of the development, it is considered that this can be adequately offset by landscaping and installation of simple mitigation measures such as bird boxes. This is recommended to be secured via condition.
- 8.43 The development would be liable for both Mayoral Community Infrastructure Levy (CIL) and Croydon CIL. The collection of CIL would contribute to provision of infrastructure to support the development including provision, improvement, replacement, operation or maintenance of education facilities, health care facilities, public open space, public sports and leisure, and community facilities.

9 Conclusion

- 9.1 The proposed development would provide good quality residential units that would make a positive contribution to the borough's housing stock. The development provides a good mix of residential units, with 3x3 bedrooms being provided. The proposed development is of a high standard of design, which would not cause harm to the appearance of the surrounding area. The development would not cause significant harm to neighbouring residential amenity and would not have an adverse impact on flooding. The proposed development provides an acceptable level of parking, would not cause unacceptable levels of parking stress and would not have a significant impact on the operation of the highway. The development would not result in unacceptable harm to or loss of trees.
- 9.2 All other relevant policies and considerations, including equalities, have been taken into account.



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PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/05787/FUL
 Location: 76 Reddown Road, Coulsdon, CR5 1AL
 Ward: Coulsdon Town
 Description: Demolition of existing house and erection of a 2/3 storey building with accommodation in the roof to provide 9 units with associated parking/access, landscaping, cycle and refuse stores
 Drawing Nos: 01 Rev B, 02 Rev B, 03 Rev B, 04 Rev A, 05, 06 Rev A, 07 Rev B, 08, D133.001 Rev A, D1, D2, D3.
 Applicant: Mr Harvey
 Agent: Ian Forster
 Case Officer: Tim Edwards

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	1 (2 person)	3 x (3 person) 3 x (4 person)	2 (5 person)	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	18

1.1 This application is being reported to committee because the ward councillor Mario Creatura has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration. Objections above the threshold in the Committee Consideration Criteria have also been received.

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials as submitted
- 3. Details of Refuse/Cycle storage/Electric vehicle charging point as submitted
- 4. Details of boundary treatments and levels to be provided
- 5. All flank elevation windows at first floor or above to be obscured glazed/non-opening
- 6. Trees - Accordance with Tree Protection Plan and Landscaping scheme
- 7. Hard and soft landscaping including private amenity space as submitted
- 8. Playspace to be provided
- 9. Flat roofs not amenity space

10. M4 (3) ground floor units and M4(2) at lower, first and second floor level.
11. Noise Assessment to be submitted
12. Car parking and visibility splays as submitted
13. 19% Carbon reduction
14. 110litre Water usage
15. Construction Logistics Plan to be submitted
16. Time limit of 3 years
17. 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

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 four bedroom house
- Erection of a two/three storey building with accommodation in the roof space.
- Provision of 2 x three bedroom flats, 5 x two bedroom flats and 2 x one bedroom flats
- Provision of communal external amenity space and children's play space
- Provision of 6 off-street spaces with associated access via Reddown Road
- Provision of associated refuse and cycle stores

3.2 The scheme has been amended during the application process in respect to the number of cycle storage spaces provided, the details of replacement tree specimens, alterations to the proposed fenestration/balcony finish and the removal of an external side access. A detailed landscaping scheme has also been provided.

Site and Surroundings

3.3 The application site is situated on the western side of Reddown Road and is currently occupied by a large detached property within a spacious plot. The land levels fall from east to west throughout with the properties opposite situated at a higher land level and fall further towards the railway located to the rear of the site.

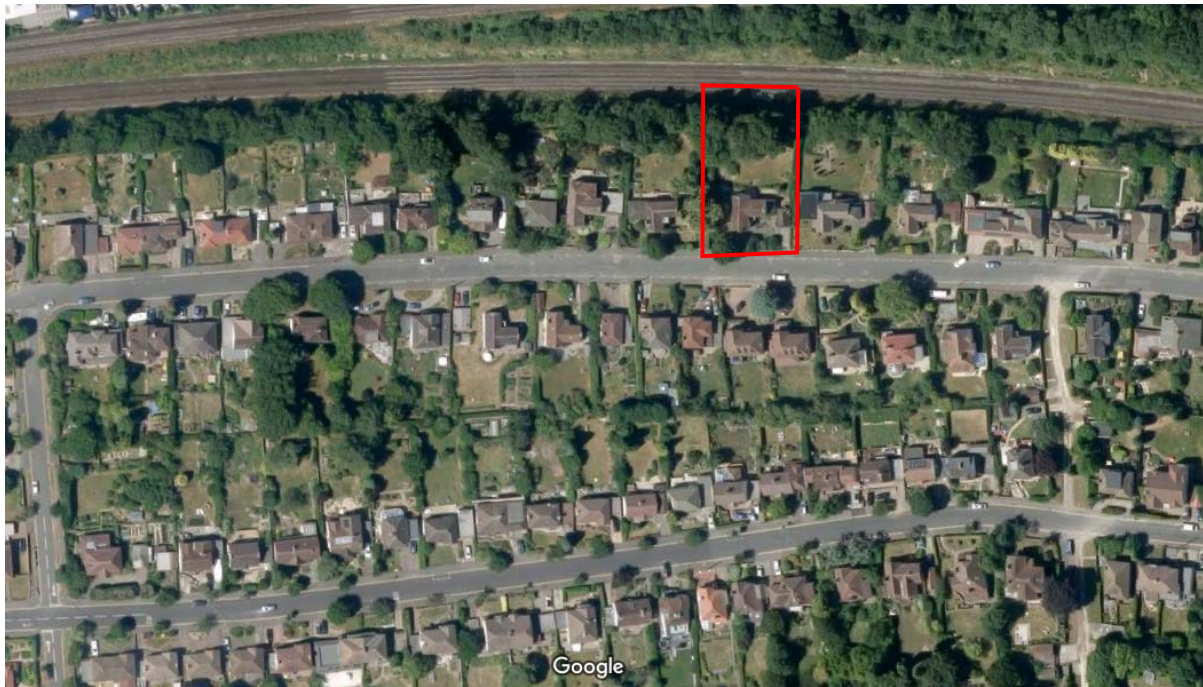


Fig 1: Aerial street view highlighting the proposed site within the surrounding streetscene

- 3.4 The site is located in a residential area, in which the existing properties vary in design and period, with the properties immediately surrounding the site typically being asymmetrical in appearance.
- 3.5 The site itself is not located within an area at risk of surface water but does fall within a surface water critical drainage area. Towards the rear of the site, beyond the site boundary, is an area at risk of surface water flooding.

Planning History

3.6 No relevant planning history associated with the site. However, there is noted to be relevant planning history at both the two adjacent occupiers, 74 and 78 Reddown Road.

3.7 74 Reddown Road:

- 86/03449/P - Use as a carehome: Permission Granted.
- 18/02744/FUL - Alterations; demolition of existing garage and proposed erection of one/two storey front/side/rear extensions: Permission Granted.

3.8 78 Reddown Road:

- 14/00335/P - Erection of two storey side extension: Permission Granted.

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 acceptable and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 5 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours and Chris Philp MP in response to notification and publicity of the application are as follows:

No of individual responses: 143 Objecting: 110 Supporting: 33 Comment:0
 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:

Objection	Officer comment
<i>Principle of development</i>	
Need for family sized houses	Addressed in section 8.4 of this report.
Demolition of existing arts and craft building should be resisted.	Addressed in section 8.4 of this report
No need to replace family homes with blocks of flats following Cane Hill Estate.	Addressed in section 8.3 of this report
Sets dangerous precedence	Each application is assessed on its own merits. The principle of development addressed in section 8.2 – 8.5 of this report.
<i>Design and appearance</i>	
Out of keeping with the surrounding area – flats, 3-storey height, overbearing scale, mass, depth, height and appearance and density. Fails to achieve high quality design	Addressed in section 8.6 to 8.13 of this report.
Forecourt parking will be visually dominant and not in keeping with the surrounding area.	Addressed in section 8.11 of this report.

<i>Impact on amenities of neighbouring properties</i>	
Adverse impact on neighbouring properties – loss of privacy, overbearing, visually dominant, outlook and light	This is addressed in section 8.21 to 8.25 of this report.
Noise, disturbance and extra traffic during construction	A construction management plan will be sought by condition
<i>Trees and ecology</i>	
Existing mature tree cut down before application received.	This is addressed in sections 8.11 of this report.
Future pressure to remove trees	There is no evidence to suggest that this would be the case.
<i>Highways and parking</i>	
Inadequate parking provision and no visitor parking	This is addressed in section 8.26 to 8.34 of this report.
Road already under stress due to increase in commuters.	This is addressed in section 8.26 to 8.34 of this report.
What provision has been made for waste and recycling bins?	This is addressed in section 8.31 of this report.
<i>Other material considerations</i>	
The proposal is 3/4 storey development with accommodation in the roof space.	It is considered that the application has been accurately described.
Lower ground floor units would have poor access to daylight.	This is addressed in section 8.15 of this report.
Impacts on drainage and flooding.	This is addressed in section 8.36 of this report.
Impact of the development on Bats/protected species.	This is addressed in section 8.38 to 8.39 of this report.
Local transport, schools and health services are already over stretched	The development will be CIL liable. This is addressed at section 8.40 of this report.

6.4 The following Councillors made representations:

6.5 Cllr Mario Creatura [objecting and referred the application]

- Out of keeping with local area.
- Insufficient parking provision.

6.6 Cllr Margaret Bird [objecting]:

- Existing property is delightful on a road of similar semi and detached family homes.
- Demolishing this property would be environmentally unfriendly and unnecessary when family homes with outdoor space for children are much needed.
- Building small flats on this plot is not family friendly.
- Out of character to the area.

6.7 An objection and referral was also received from the East Coulsdon Residents Association:

- Overdevelopment of the site.
- The design of the proposed building is not in keeping with the surrounding area.
- The design of the building fundamentally alters the streetscape.
- The outside building materials and appearance are not consistent with neighbouring dwellings in the location.
- It will be detrimental to the amenities of the occupiers of adjoining property by reason of its size and siting resulting in lost outlook, loss of daylight and direct overlooking and cause intrusion to the neighbours especially no.78 and houses opposite.
- The location and massing of the building within plot is wrong and its design will cause distress to no.78 in particular.
- There is inadequate parking for a building with a low PTAL of 1.
- Refuse and recycling store is insufficient and seems to encroach on number 78's property.
- Failure to consult with neighbours, councillors and ECRA until a very late stage and only because ECRA contacted the developer [*OFFICER COMMENT: This is a procedural matter and not a material planning consideration*].

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
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- DM18 - Heritage assets and conservation
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor 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
- DM37– Coulsdon

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Biodiversity 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. Coulsdon has been identified as an area for moderate residential growth on available land.

8.3 The application is for a flatted development, providing additional homes within the borough which the Council is supportive 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.

8.4 Policy DM1.2 states that the Council will permit the redevelopment of residential units where it does not result in the net loss of 3 bedroom homes (as originally built). The existing building on site is a 4 bedroom house. Policy SP2.7 seeks to ensure that a choice of homes is available in the borough that will address the borough's need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The scheme proposes 2 x 3 bedroom units and 2 x 2 bedroom, 4 person units which equates to 44% family sized units on site, with the local plan recognising that the development market will need time to adjust to providing the quantum of larger family homes of three bedrooms and above.

8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such the London Plan indicates that the density levels ranges of 100-200 habitable rooms per hectare (hr/ha). Having calculated the density for the proposal it would provide 190 hr/ha and therefore complies. Regardless of this point it is important to note that the London Plan 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 and design.

Townscape and Visual Impact

- 8.6 The existing dwelling is not statutorily or locally listed and therefore there is no objection to its demolition. Whilst the immediate adjoining properties are similar in appearance, it is noticeable that the two adjoining occupiers have been extended, most notably 'the White House' which has been extended multiple times. Beyond these properties, which are L-shaped in form, the wider Reddown Road streetscene is varied in their massing, roof forms and styles.
- 8.7 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, respecting local character. This application proposes a two/three storey building with the third floor accommodation in the roof space when viewed from the road. The proposal would increase the mass and bulk of the existing building, with the proposal appropriately set in from the boundary and away from the adjoining occupiers to allow soft landscaping to be maintained/integrated throughout the scheme.
- 8.8 The building does have a greater footprint across the site than the existing, however it continues to respect the existing set building line, with forward projecting gable features. Gable features are prominent throughout the streetscene and the front elevation proposes two gables to respond to this. One appears as a traditional gable with balconies set within. The other has a flat roof and is a modern interpretation of a gable referencing this local feature whilst providing some vertical expression and accommodating a further three-bed unit. The positioning of the gables in the rear elevations separates the main mass of the building from the adjoining occupiers. This design allows for inset balconies within the building footprint as well as providing the site the opportunity respond to its local context. Small areas of flat roof to the rear are not considered to significantly detract from the design of the building and would not be easily visible in the streetscene.



Figure 3: Existing Site Plan

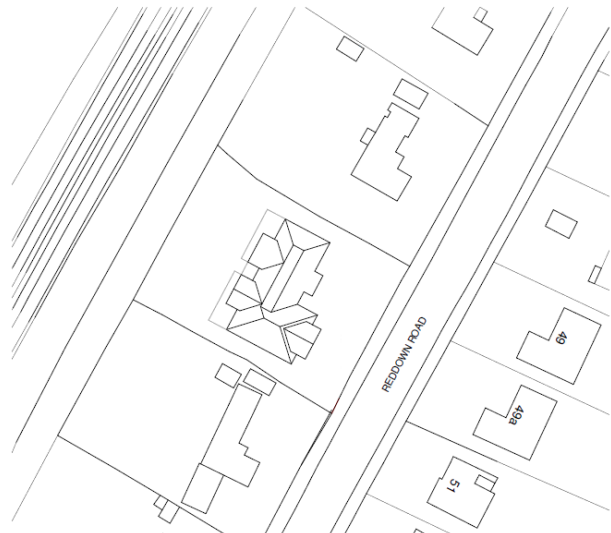


Figure 4: Proposed Site Plan

- 8.9 It is noted that when viewed from the rear the proposal would be three storeys with a fourth floor accommodated in the roof space, however this is sensitively achieved by utilising the existing land levels on site and setting the ground floor below the existing ground level. As shown in figure 4, the ridge height of the proposal is considered to respond to its setting and the surrounding buildings well. The proposal is considered

to adhere to guidance in achieving an appropriate intensification of the site, in this specific location.



Figure 2: Proposed Front (top) and Rear (bottom) elevation Streetscenes

8.10 The overall appearance of the building is contemporary and utilises brick, grey windows and slate roof tiles. These are considered to be appropriate for this proposal and surrounding area, with the use of these three materials across the elevations serving to further break down the mass of the building. Whilst the adjoining sites are noted to be pebble dashed/rendered buildings, the wider streetscene is varied in styles and materials overall so the proposed materials are considered acceptable. Details of the bricks and slates have been provided and are considered acceptable.



Figure 5: Proposed Indicative landscaping plan

- 8.11 The application site has a well-proportioned rear garden, considering the site's shape which is almost square and is reasonably screened. The trees located at the rear would be retained as part of the proposal with an existing tree already noted to have been removed at the front of the site. Although this tree was not formally protected, it did provide visual amenity to the wider area. The applicant has been advised and has agreed to plant an instant impact replacement in the form of a fastigate tulip tree, of a minimum of 5-6m in height shall be planted in its place. This is an acceptable proposal, in an appropriate location which will provide visual amenity to the wider area, whilst not coming under future pressure to be removed. This shall be secured via condition.
- 8.12 Representation to the proposal have raised concerns in relation to the amount of hard landscaping and unfamiliar arrangement of the proposed front parking area. However, forecourt parking is not unusual with 43, 45 and 47 Reddown Road all having noticeable parking areas located at the front of their dwellings. The proposal would also be further soft landscaped where possible, with a low in-keeping brick front boundary wall.
- 8.13 Therefore, having considered the above issues, against the backdrop of housing need, the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.14 All the units would comply with requirements set out by the Nationally Described Space Standards (NDSS) in relation to unit, bedroom and floor to ceiling heights.
- 8.15 The applicants has submitted a daylight and sunlight assessment relating to the lower ground floor units which has considered the impact of the existing trees on site. The units would achieve adequate levels of daylight but the trees, when fully in leaf would have some impact on sunlight. The impact however is marginal, the trees themselves are of some amenity value to future occupiers and each unit has some rooms which meet the target. This impact is therefore considered to be acceptable.
- 8.16 All units would also be afforded external amenity space in accordance with Policy DM10.4 and 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.
- 8.17 The proposed building would have internal access through to the communal area, as well as step free external access. A child play space is shown to be provided within the communal garden space (which can be secured by condition). Three of the family units have direct access to private amenity space at ground level which is considered to be a sensible layout and provide a good level of amenity.
- 8.18 In terms of accessibility, level access would be provided to all units, with a lift provided from the front door. 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. In this circumstance it is considered that the ground floor units should

be M4 (3) adaptable and whilst the others should be M4(2). This will be secured by condition.

8.19 To the rear of the site is the railway line. The existing trees at the rear provide a level of screening and noise reduction and would not be affected by the proposal. In order to achieve a satisfactory level of internal amenity sound insulation is likely to be required which can be accommodated in the detailed design of the building, with a condition recommended to ensure that a noise assessment is carried out to inform this specification.

8.20 The development is considered to result in a high quality development including two three bedroom family units, two smaller family units and all units having acceptable private and communal amenities which overall provide a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

8.21 The properties that have the potential to be most affected are the adjoining properties at 74 and 78 Reddown Road, as well as potentially opposite the site 49, 49a and 51 Reddown Road.

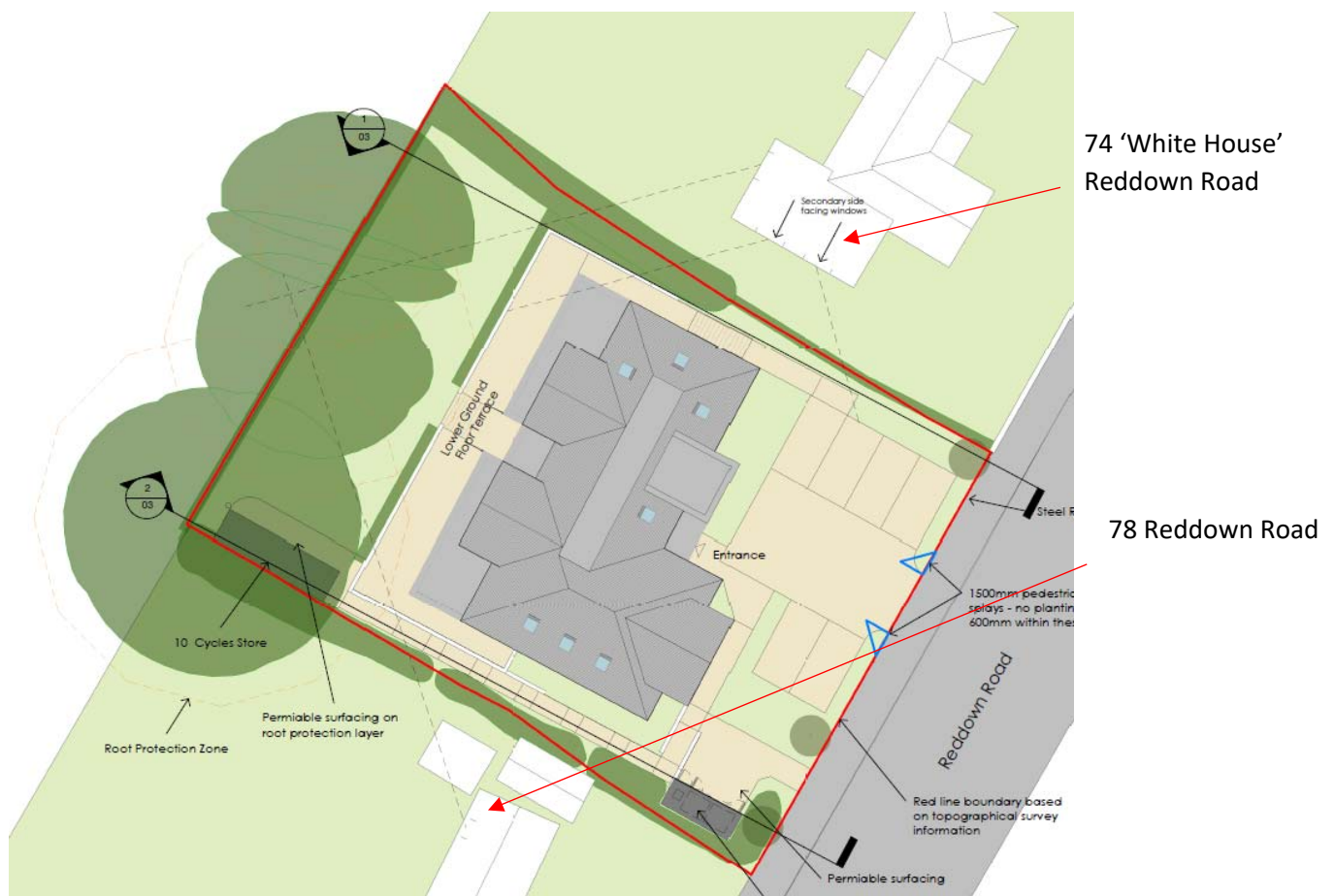


Fig 5: Site Plan highlighting the relationship with the adjoining occupiers.

74 'The White House' Reddown Road.

- 8.22 'The White House' is currently in use as a care home (C2 use class). There would be an approximate 6.80 metre separation between the built form, with no clear glazed flank fenestration windows proposed above ground level. The layout of no.74 includes one window located at ground level and two located within the first floor flank elevation facing the proposed site. The first floor windows are secondary windows to bedrooms which also have windows to the front or rear elevation. There is an extant planning permission to amend the internal layout and replace the existing two-storey side extension. This would introduce one ground floor side facing single aspect bedroom window. However, this has not been implemented and the separation distances are reasonable, overall the proposal is not considered to detrimentally impact the amenities of these adjoining occupiers to a significant degree.

78 Reddown Road

- 8.23 There would be an approximate 8 metre separation between the proposed building and flank elevation of this adjoining occupier. There are no side facing windows located within this adjoining occupiers flank elevations. The proposed building extends beyond the rear elevation but the proposed massing appropriately steps away from the boundary and towards the middle of the site. Additionally, the nearest rooms within 78 Reddown Road are dual aspect with windows to front and rear. Taking into account this relationship, existing soft landscaping between the two site and no flank facing clear glazed/opening windows proposed above ground floor of the development overall there is not considered to be a detrimental impact upon the amenity of this adjoining occupier.

49, 49a and 51 Reddown Road

- 8.24 On the opposite side of the road, positioned at a considerably higher land level and being separated by over 28 metres are 49, 49a and 51 Reddown Road. Taking these elements into account, overall the proposal is not considered to detrimentally impact the amenities of these adjoining occupiers.
- 8.25 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive and would not result in a loss of privacy.

Access and Parking

- 8.26 The site is noted to fall within a PTAL of 1b, where access to public transport is considered poor. The site is approximately 650 metres walk (via a footpath accessed from Reddown Road) from Coulsdon South railway station, as well as within 800 walking distance of bus routes 405, 463 and 633. The PTAL rating provides a broad understanding of the site accessibility to public transport, but does not include the footpath access to the station, which would increase the PTAL. It is also of note that the majority of adjoining sites within this stretch of Reddown Road have off-street parking facilities.
- 8.27 The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide a maximum of less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. Although it is important to note that the London Plan advises local authorities consider higher provisions of

parking in 0-1 PTAL areas, Policy DM30 of CLP2018 does not. The site has proposed 6 off-street parking bays to be provide for the 9 units.

- 8.28 As outlined within the transport statement, within the 2011 Census, 47% of residents in flats within the Coulsdon East ward (in which this dwelling was located at the time) do not own any car or vans. Using this data, the demand the proposal could potentially demand is noted to be 6 spaces.
- 8.29 The site is also located within the Coulsdon Residents Permit Zone which restricts parking between 11 – 12pm, Monday to Friday, except within the parking bays located throughout the street for residents with parking permits. The applicant has provided a detailed parking beat survey which has demonstrated that overnight stress within the road is low, between 16% (if only considering car parked on the single yellow lines) or 37% (if considering car solely parked within bays). Cumulatively across both parking bays and the yellows lines the parking stress would be 18%, demonstrating that the wider area has the potential to provide any overspill parking caused by the proposal. The daytime survey has assessed parking demand between 11 – 12pm with parking stress highlighted to be at 13% within the on-street parking bays. The survey results confirm that the parking impact on the road network within the immediate vicinity of the site would not be detrimental. As such, should the development result in more parking than the six spaces that the Census data and planning policy would suggest would be appropriate, there is adequate space on the street to accommodate it. Given the low parking stress, especially of the residents parking bays, it is not considered necessary in this instance to restrict future residents applying for parking permits.
- 8.30 The amount of traffic or vehicle movements which the scheme is likely to generate is considered to be low, with the six parking spaces, resulting in an insignificant amount of additional traffic on the local road network. The layout of the forecourt allows for visibility splays and good sight lines, the details of which can be secured by condition.
- 8.31 In compliance with the London Plan, electric vehicle charging points are proposed to be installed in the parking area and this can be secured by way of a condition.
- 8.32 Cycle storage facilities would comply with the London Plan (which would require 18 spaces). The cycles would be stored in a purpose built structure within the rear garden of the development.
- 8.33 A purpose built refuse store is proposed to be located at the front of the site, having been altered to accommodate the proposed large replacement tree. Its location has been amended to face the street, however it will be screened by the proposed landscaping and front boundary wall. The storage area shown is adequate in size to accommodate the refuse needs of the development.
- 8.34 Concerns have also been expressed in regard to the detail submitted within the Construction Management Plan (CMP). A fully detailed CMP will be required via condition, which will need to be submitted and approved prior to the commencement of any works on site.

Environment and sustainability

- 8.35 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.36 The applicants have submitted a detailed Flood Risk Assessment (FRA) which has reviewed the existing on site scenario and proposed a number of mitigation methods both internally within the building as well as externally. These include the use of permeable materials and soft landscaping and are detailed to reduce on and off site flood risk.
- 8.37 Owing to the site's location adjacent to the railways line, it is considered that appropriate noise mitigations methods should be utilised within the building. This will be secured via condition to ensure the amenities of all future occupiers are protected.

Biodiversity and landscaping

- 8.38 The proposal has been accompanied by phase 1 habitat survey which has reviewed likely impacts of the development on any protected species, with survey completed on 5th September 2017. A representation has queried the validity of the survey considering it was completed approximately 16 months ago, although it is important to note that Guidance states that reports should be no greater than 24 months old to be considered valid.
- 8.39 The submitted proposal has primarily reviewed the potential for roosting bats within the building which is due to be demolished and the existing trees located on site. The report has concluded that there is a negligible potential for roosting bats with the existing main house and garage proposed to be removed and there is not high likelihood of protected species to be present at the site. As detailed, a tree has been removed at the front of the site and so a high quality replacement will be secured. The habitat survey acknowledges the potential for disturbance of nesting birds and mitigation is proposed within the landscaping scheme such as bird boxes, additional trees, a well-considered landscaping scheme and the retention of the existing trees at the rear of the site which form a wildlife buffer to the railway line.

Other matters

- 8.40 Representations have raised concerns that local 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.

Conclusion

- 8.41 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and would not harm the visual amenities of the area or adjoining occupiers. The proposed impact on the highway network is acceptable, having taken into consideration the on-street restrictions. The proposal is therefore overall considered to be in accordance with the relevant policies.

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

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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