

# 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, Simon Brew and Andrew Pelling

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Thursday, 28 February 2019** at **5.30 pm** in **Council Chamber - Town Hall, Katharine Street, Croydon, CR0 1NX**

JACQUELINE HARRIS BAKER  
Council Solicitor and Monitoring Officer  
London Borough of Croydon  
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[www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)  
Wednesday, 20 February 2019

Members of the public are welcome to attend this meeting. If you require any assistance, please contact the person detailed above, on the right-hand side.

To register a request to speak, please either e-mail [Democratic.Services@croydon.gov.uk](mailto:Democratic.Services@croydon.gov.uk) or phone the number above by 4pm on the Tuesday before the meeting.

THIS MEETING WILL BE WEBCAST LIVE - Click on link to view:  
<http://webcasting.croydon.gov.uk>

N.B This meeting will be paperless. The agenda can be accessed online at [www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

## **AGENDA – PART A**

**1. Apologies for absence**

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

**2. Minutes of Previous Meeting (Pages 5 - 10)**

To approve the minutes of the meeting held on Thursday 14 February 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 11 - 12)**

To receive the following presentations on a proposed development:

**5.1 18/04184/PRE Land to the South East of Croydon College, College Road, Croydon, CR9 1DX (Pages 13 - 36)**

Residential redevelopment of the site to provide circa 425 flats.  
Ward: Fairfield

**6. Planning applications for decision (Pages 37 - 40)**

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

**6.1 18/05858/FUL 6A The Drive, Coulsdon, CR5 2BL**  
(Pages 41 - 60)

Demolition of the existing dwelling and erection of a part three part four storey development for nine apartments with associated access, six off-street parking spaces, cycle storage and refuse store.

Ward: Coulsdon Town  
Recommendation: Grant permission

**6.2 18/04516/FUL Vehicle Repair Workshop and Premises  
Garages Rear Of 156 To 180 Addington Road, CR2 8LB**  
(Pages 61 - 80)

Demolition of the existing garages and erection of 8 twostorey terraced houses and 1no. live-work unit (mixed use (A1, A2, B1 or D1) and C3), together with cycle storage, amenity space, a refuse/recycling store and car parking.

Ward: Selsdon Vale and Forestdale  
Recommendation: Grant permission

**6.3 18/03320/FUL 40-60, 42 & 42A Cherry Orchard Road,  
Croydon, CR0 6BA** (Pages 81 - 110)

Demolition of the existing buildings, erection of a 7 to 9 storey building to provide 120 residential units and associated amenity space, hard and soft landscaping, boundary treatment, refuse storage, cycle parking and car parking with associated vehicle accesses.

Ward: Addiscombe West  
Recommendation: Grant permission

**6.4 18/03342/FUL 2 More Close, Purley, CR8 2JN**  
(Pages 111 - 126)

Demolition of existing property. Erection of three/four storey building comprising 9 flats (2 x three bedroom, 5 x two bedroom and 2 x 1 bedroom flats) including balconies with new access, parking area, refuse and cycle storage.

Ward: Purley and Woodcote  
Recommendation: Grant permission

**6.5 18/05204/FUL Land and parking adjoining 2 The Lawns to include land to the rear of 142-148 Beauchamp Road, Upper Norwood, London, SE19 3TS (Pages 127 - 142)**

Erection of 3 no. 3-bed two storey houses and 1 no. 2-bed two storey house, with associated parking.

Ward: Crystal Palace and Upper Norwood  
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 143 - 144)**

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

There are none.

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

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

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

## Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 14 February 2019 at 6.30pm 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, Clive Fraser, Jason Perry and  
Gareth Streeter

**Also Present:** Councillors Oliver Lewis and Helen Redfern

**Apologies:** Councillors Felicity Flynn, Oni Oviri and Scott Roche

### PART A

19/19 **Minutes of Previous Meeting**

**RESOLVED** that the minutes of the meeting held on Thursday 31 January 2019 be signed as a correct record.

20/19 **Disclosure of Interest**

Councillor Prince disclosed that she would not participate in the application item 18/02965/FUL The Minster Junior School, Warrington Road, Croydon, CR0 4BH, as she would be speaking as objector.

21/19 **Urgent Business (if any)**

There were no urgent business.

22/19 **Development presentations**

There were none.

23/19 **Planning applications for decision**

24/19 **18/01211/FUL 5-9 Surrey Street, Croydon, CR0 1RG**

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

Ward: Fairfield

The officers presented details of the planning application and responded to questions and clarifications.

Mr Richard Lavington from Maccreanor Lavington Architects and Cabinet Member for Culture, Leisure and Sport, Councillor Oliver Lewis spoke in support of the application.

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 5-9 Surrey Street, Croydon, CR0 1RG, subject to the completion of a S106 legal agreement.

25/19 **18/05154/FUL 98 Riddlesdown Road, Purley, CR8 1DD**

Demolition of a single-family dwelling and erection of a three storey block, including basement accommodation for nine apartments with associated access, nine off-street parking spaces, cycle storage and refuse store.

Ward: Purley Oaks and Riddlesdown

The officers presented details of the planning application and officers responded to questions and clarifications.

Ms Heather Byrne (on behalf of the applicant) spoke in support of the application.

Ward Member, Councillor Helen Redfern, spoke against the application, on behalf of referring Ward Member Councillor Simon Hoar.

Councillor Streeter proposed a motion to **REFUSE** the application on the grounds of over intensification of the site due to size and massing, loss of amenity for adjoining occupiers and insufficient parking. Councillor Perry seconded the motion.

Councillor Scott proposed a motion for **APPROVAL** of the application. There was an informative request for the applicant to look at the accessibility at the rear of the garden for those with limited mobility. Councillor Ali seconded the motion.

The motion to refuse was put forward to the vote and fell with four Members voting in favour, five Members voting against and one Member abstained their vote.

The motion to approve was put forward to the vote and was carried with six Members voting in favour and four Members voting against.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 98 Riddlesdown Road, Purley, CR8 1DD.

*At 8:11pm, the Planning Committee adjourned for a short break.*

*At 8:16pm, the Planning Committee reconvened.*

26/19      **18/04650/FUL 25 Warham Road, South Croydon, CR2 6LJ**

Change of use and conversion from a children's day nursery to 6no. self-contained residential units (for residents and families with emergency housing needs).

Ward: Waddon

The officers presented details of the planning application and responded to questions and clarifications.

Mr Richard O'Brien spoke against the application.

Mr Ryan Astill (on behalf of Cherubin Estates Limited) spoke in support of the application.

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 25 Warham Road, South Croydon, CR2 6LJ.

27/19 **18/04742/FUL 1-9 Foxley Lane, Purley, CR8 3EF**

Demolition of existing buildings. Erection of a 5/6/7 storey building comprising 8x one bedroom, 36x two bedroom and 5x three bedroom flats. Provision of associated amenity areas, cycle parking, refuse and recycling stores.

Ward: Purley and Woodcote

THIS ITEM WAS WITHDRAWN FROM THE AGENDA AND OFFICERS UNDER DELEGATED AUTHORITY WOULD DETERMINE THE CASE.

*At 8.45pm, the Planning Committee adjourned for a short break due to technical issues.*

*At 9.03pm, the Planning Committee reconvened. The presentation for application item 18/02965/FUL The Minster Junior School, Warrington Road, Croydon, CR0 4BH was unable to be webcasted due to technical issues.*

28/19 **18/02965/FUL The Minster Junior School, Warrington Road, Croydon, CR0 4BH**

Installation of an artificial sand-dressed sports pitch and associated floodlighting and fencing.

Ward: Waddon

The officers presented details of the planning application and responded to questions and clarifications.

Ms Angela Kelly and Mr David Kelly spoke against the application.

Ward Member, Councillor Joy Prince, spoke against the application, on behalf of referring Ward Member Councillor Robert Canning.

Councillor Scott proposed a motion for **APPROVAL** of the application with additional conditions to amend the hours of illumination of the floodlights to be only be on between 3pm and 8pm, a restriction on the lighting levels reaching the gardens of adjoining residential properties, a requirement for the floodlights to be switched off when the pitch is not in use, and the provision of a landscaping and semi-mature planting scheme. Councillor Perry seconded the motion.

The motion for approval was put forward to the vote and was carried with all nine Members unanimously voting in favour.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of The Minster Junior School, Warrington Road, Croydon, CR0 4BH.



29/19 **Items referred by Planning Sub-Committee**

There were none.

30/19 **Other planning matters**

There were none.

The meeting ended at 9:39pm

**Signed:**

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**Date:**

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## **PLANNING COMMITTEE AGENDA**

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

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#### **1 INTRODUCTION**

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

#### **2 ADVICE TO MEMBERS**

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

#### **3 FURTHER INFORMATION**

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

#### **4 PUBLIC SPEAKING**

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

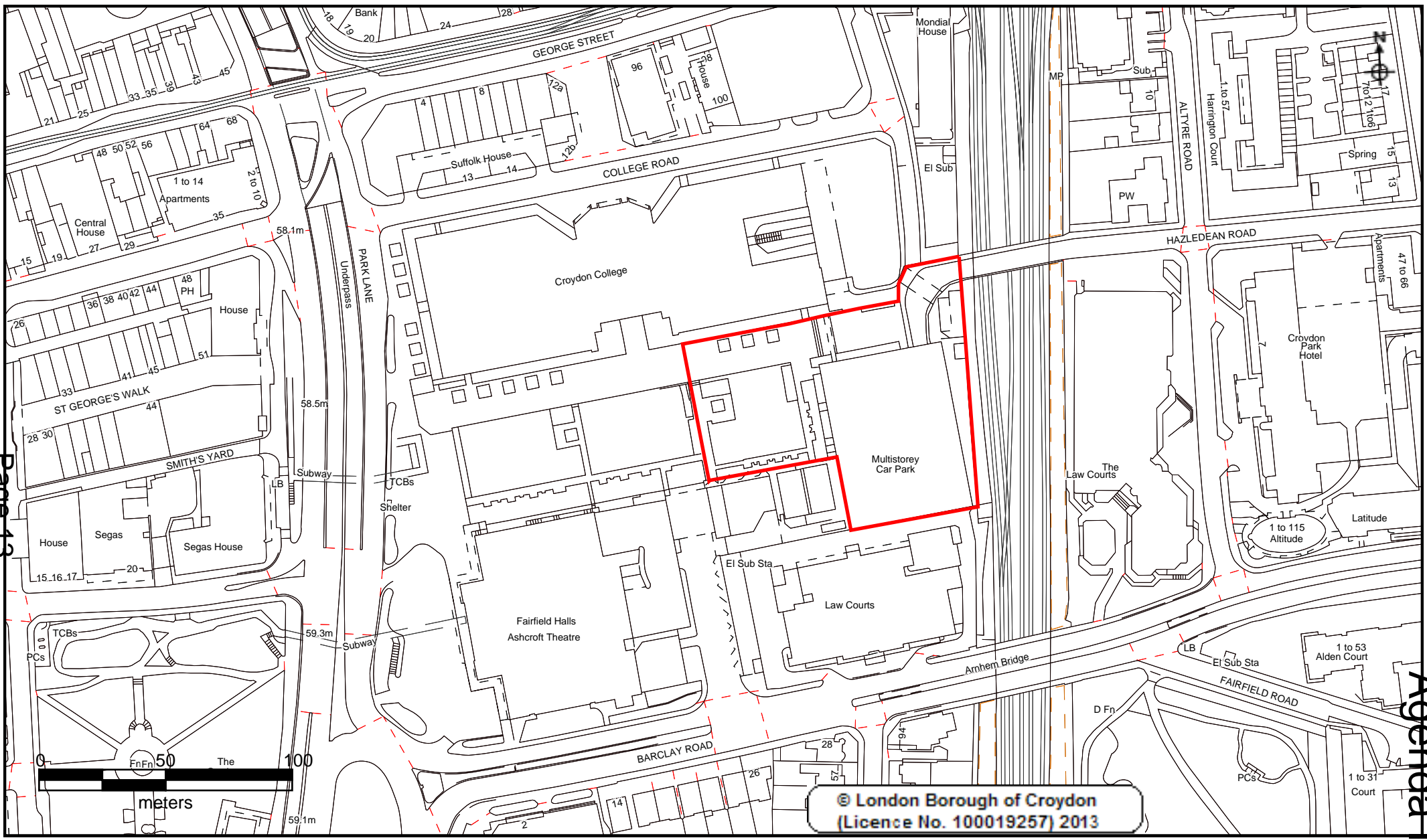
#### **5 BACKGROUND DOCUMENTS**

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

#### **6 RECOMMENDATION**

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

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18-Feb-2019



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**PART 5: Development Presentations****Item 5.1****1 DETAILS OF THE DEVELOPMENT**

Ref: 18/04184/PRE  
Location: Land to the South East of Croydon College, College Road, Croydon, CR9 1DX  
Ward: Fairfield  
Description: Residential redevelopment of the site to provide circa 425 flats  
Applicant: Brick by Brick  
Agent: Jennifer Turner, Carter Jonas  
Case Officer: Katy Marks

**2 EXECUTIVE SUMMARY**

- 2.1 The application site was previously included as part of a hybrid planning permission for the whole Fairfield Masterplan area, which secured detailed planning permission for 218 flats, mixed commercial space and extensions to and refurbishment of Fairfield Halls alongside an outline consent for (amongst other elements and parameter plans) a new college building (to replace the existing Croydon College and associated College Annexe building).
- 2.2 This new detailed proposal responds to the emerging context and changing circumstances, bearing in mind that several of the sites which were covered by the hybrid planning permission are now coming forward under separate planning permissions or separate emerging planning proposals (including 101 George Street, Mondial House, College Tower and College Annexe). The site boundary for the proposals is therefore now limited to land situated towards the eastern end of College Green and the site of the recently demolished multi-storey car park. The application site excludes Fairfield Halls, although access to basement accommodation would continue to utilise the existing access (off Barclay Road) which will be shared by others, including the future operators of Fairfield Halls.
- 2.3 In responding to the surrounding context and changing circumstances, the scheme seeks to provide an increased numbers of residential units (now proposing 425 apartments – compared to the previously approved 218 apartments) and re-appraises the layout and design of the approved blocks. It also seeks to respond to emerging densities of development coming forward within the Opportunity Area, but also seeks to enhance the viability of the scheme to ensure that a reasonable amount of affordable housing is deliverable as part of the scheme, whilst ensuring that the enabling function of the residential redevelopment continues to help deliver a state of the art cultural venue – at Fairfield Halls (helping to balance the costs of the refurbishment work which is due to be completed later this year).
- 2.4 The scheme has evolved through a series of pre-application meetings; several iterations of the scheme have been reviewed by planning officers, the Place Review Panel (PRP) and the Greater London Authority (GLA). Discussions have focused on the appropriate heights and massing, impact upon the locally designated Fairfield Halls, routes through the site, quality of accommodation, overall scheme viability and implications for affordable housing delivery.

- 2.5 The views of Members are sought on the proposals, with particular regard to the following key issues:

The Interplay between Viability, Fairfield Halls Refurbishment and Affordable Housing

- 2.6 The hybrid planning permission secured 15% affordable housing by unit (33 apartments) - 18% by habitable room, all of which were approved as intermediate (shared ownership). The relatively low level of affordable housing was justified at the time, in view of enabling requirement of the residential development, to help support the extensions, refurbishment and re-invigoration of Fairfield Halls and its associated cultural offer. The refurbishment of Fairfield Halls continues to represent a strategic aim of the Council, totally embedded within the Local Plan.
- 2.7 Although refurbishment is well underway, more resources have been expended than first anticipated, to deal with unforeseen issues and to ensure the delivery of a high quality venue and cultural offer. Whilst the amended scheme is still intended to balance the cost of the refurbishment work, the applicant has advised that despite the increased number of units, the scheme continues to be challenged (in terms of overall viability) despite of the current offer of increased affordable housing to 20% (by habitable room) albeit again, as intermediate. Officers are broadly supportive of continued cross subsidy, with the residential scheme continuing to help facilitate transformational enhancements to Croydon's cultural offer. Detailed analysis of the applicant's viability model is currently underway, to determine whether the current affordable housing offer is the maximum that can reasonably be provided. The Committee's view is sought on the affordable housing approach.

Access, Routes and Public Realm

- 2.8 One of the key aims of the Fairfield Masterplan sought to improve access and routes within the Masterplan area and the wider context. There are several locations where joint working between site-owners is required to bring forward improved public realm, including the relationship between sites situated towards the north-east corner of the Masterplan area; securing a step free access between College Green and East Croydon Station), College Road (north), the relationship between College Green and Hazeldean Bridge over the railway line (east), the relationship with the Magistrates Court (to the south), facilitating a future pedestrian link through to Barclay Road (to the south) and securing a seamless link to the remaining elements of College Green (to the west).
- 2.9 The ground level of the proposed development (and public realm) is intended to be provided at podium level, which will step up from the existing College Green podium level. The legibility of these access points and provision of step free access to the main public realm level is of strategic importance. The Committee's view is sought on the applicant's approach to these routes through the site and the way in which the scheme suitably engages with adjacent sites.

Design, Massing and Views

- 2.10 The increased height of Block "A" (tower element) responds to the changing context of the surrounding area and officers are broadly supportive of the increased height, footprint and emerging design. The increased heights to Blocks B, C and D are supported in design terms, subject to assessment of impact on neighbours and relationships with other blocks within the site (particularly sunlight/daylight and



privacy). Block E is taller than the approved outline parameter for Block 7 (with reference to the previous hybrid planning permission and the replacement college building). Some view studies have been undertaken but officers have some concerns about the townscape and heritage impacts of the proposed height of Block E. That said, Place Review Panel was supportive of the height and relationship with the Fairfield Halls (subject to the use of contrasting materials). Members' views are sought on the height of scheme, particularly Block E and its relationship to Fairfield Halls and College Green.

#### Relationship with Neighbouring Sites

- 2.11 The adjacent site to the south, College Annexe, has a site allocation in the Local Plan for redevelopment for mixed community, cultural enterprise and residential use. A planning application is anticipated from the new owners of this site. The site was previously owned by Croydon College and was approved to be redeveloped as part of the previous hybrid planning permission – as a replacement accommodation for the existing Croydon College as well as some residential apartments (Block 7). It is understood that the current owners are due to apply for planning permission for the conversion of the existing building as residential apartments although officers have also seen plans that promote an alternative redevelopment scenario for the site. The proposed conversion indicates some single aspect north facing units facing onto the side elevation of the proposed Block E (at a distance of minimum 8-10m). The Committee's views are sought on the potential relationships between Block E and a retained/converted College Annex Building and the general interplay between these two sites.

### **3 LOCATION DETAILS**

#### **Site and Surroundings**

- 3.1 The site is located towards the eastern end of College Green and is bounded by Mondial House, the College Tower site and Croydon College (to the north) and the Magistrates Court and College Annexe (to the south). To the east, the site bounds the railway line. Until recently, the site formed part of College Green with the eastern end of the site occupied by a multi-storey car park. The car park was demolished in 2018 along with the relevant part of the College Green podium slab – with the land now in a vacant state.
- 3.2 The land levels across the wider area are complex; heavily influenced by existing access and height restrictions. The land levels fall away from a higher level at the College Road/George Street junction and from Barclay Road to an existing basement. College Green itself was historically formed at raised podium level with basement parking below. The proposed development would be constructed at podium level with this level being the primary entrance level into the various buildings.
- 3.3 The basement level is currently accessed via ramps from College Road and Barclay Road. The Barclay Road ramp is located to the rear of Fairfield Halls and goes beneath part of the College Annexe building. This ramp also provides access to the service yard to the rear of Fairfield Halls, a public car park beneath the College Green podium



Photos from basement level within the site (Looking towards the Annexe building, College Green podium and College building)

(due to re-open later this year) and to an open car parking area attached to the College Annex site (situated immediately to the south of the site the subject of the current pre application submission). The College Road ramp also provides access to the Mondial House and College Tower open car park, as well as basement parking for Croydon College. Croydon College also has classroom/ workshop space at basement level.

- 3.4 There is presently no pedestrian access into to the basement level via a pedestrian subway/ramp (either off Park Lane or Queens Gardens) with previous links either having been closed off for safety and security reasons or as a consequence of development taking place. It is anticipated that in due course, the two Park Lane subways will be permanently closed off, although the ramp and step access on the eastern side of Park Lane will be retained, to provide access and ventilation to the refurbished basement car park.
- 3.5 The demolished multi-storey car park was accessed at about fourth floor level (off the Hazeldean bridge) which crosses the railway line (which linked the former car park to Hazeldean Road). The bridge remains, but the link has been removed (temporarily) and this is currently hoarded off from Hazeldean Road.
- 3.6 The site has a number of designations in the Croydon Local Plan 2018 including:
  - The site is located within the Croydon Opportunity Area
  - The site is located within the Croydon Metropolitan Centre
  - The site is located within the Fair Field Masterplan area
  - College Green is undesignated protected open space (under London Plan policy 7.18)
- 3.7 The Public Transport Accessibility Level (PTAL) of the site is 6b, which is the highest level of accessibility.
- 3.8 The site is located with Flood Risk Zone 1. However, parts of the sites are modelled as being at risk from surface water flooding.

## Background: Fair Field Masterplan, Hybrid Permission and Emerging Context

3.9 The Fair Field Masterplan covers the area bounded by George Street, Park Lane, Barclay Road and the railway line and provides a framework for the redevelopment of the area as Croydon's cultural and learning quarter; focussing on a lively and sustainable mix of residential, cultural, educational and commercial uses as well as a well-connected and high quality public realm.

3.10 Key aims of the Masterplan which are relevant to this scheme include:

- Increased accessibility, legibility and activity to support enhanced potential for development sites
- Better connections particularly a step-free pedestrian route from East Croydon Station and further connections to the south towards Barclay Road
- Improvements to the connectivity between the podium (ground) and car park levels
- An animated and well used public realm which complements the surrounding spaces

3.11 The hybrid planning permission sought to deliver 218 residential units within four blocks (A-D) together with refurbishment of Fairfield Halls and improvements to College Green. The permission included the demolition of the College Annexe building to provide a pedestrian route from College Green to Barclay Road. The proposed blocks ranged from 4 to 21 storeys and included 500 square metres of flexible commercial space, primarily aimed for use by the NHS (at ground floor of Block C). The blocks were laid out to create new routes through the site together with a residential courtyard. Block A (a 21 storey tower) sat at the north eastern corner of the site and was abutted to the south by Block B which ran the length of the site (in parallel with the adjacent railway line). A new north-south pedestrian route separated these blocks from Block D which was an L-shaped block forming two sides of a residential courtyard with Block C forming the northern edge.



Drawing showing Blocks A – D and the outline footprint for Block 7 (labelled Croydon College Phase 1B)

- 3.12 Outline permission was granted for redevelopment of the buildings to the north and south of the site, including outline permission for new building (Block 7) which was intended for a replacement building for Croydon College; the scheme included the demolition and redevelopment of the existing Croydon College building for residential and commercial uses. This replacement educational building was to form the western edge of the approved residential courtyard and would have fronted onto College Green. It was designed to over-sail a pedestrian link (between College Green and Barclay Road) with an additional element of replacement educational floorspace approved to the rear of Fairfield Halls. The agreed Parameter Plan suggested that this building would have achieved a maximum height of around 7 storeys.
- 3.13 Under the hybrid planning permission, the College Annexe building (to the south of the current site and to the rear of Fairfield Halls) would have been demolished and the land would have accommodated the southern part of Block D (residential) and a pedestrian route from College Green to Barclay Road. Since that time, Croydon College has changed its plans and officers understand that it intends to remain in its current building (situated on the north side of College Green). Moreover, the College Annexe building (which was formally owned by Croydon College) is now controlled by a separate developer.



Plan showing location of College Annexe Site (red hatching) and impact upon the Hybrid Permission scheme

- 3.14 The College Annexe building is allocated in the Croydon Local Plan (2018) for residential led redevelopment with community uses and a creative and cultural industries enterprise centre (Allocation No. 294). The site is now subject to separate

pre-application discussions, with the new owners seeking to develop the site, either through conversion/refurbishment or redevelopment. There is a requirement that the site will need to accommodate a pedestrian route from College Green to Barclay Road (in line with the Fair Field Masterplan).

## Planning History

3.15 The following planning decisions are relevant to the application:

- (LBC Ref 16/00944/P): Outline planning permission for demolition and redevelopment to provide: flexible class A1 (shops) and/or class A2 (financial and professional services) and/or class A3 (food and drink); class B1 (business); class C1 (hotel); class C3 (dwelling houses); class D1 (non-residential institutions); class D2 (assembly or leisure); public realm and landscaping; and associated car and cycle parking, servicing, and access arrangements (with all matters reserved); and

Full planning permission for demolition including multi-storey car park and Barclay Road Annexe; extensions and alterations to Fairfield Halls including class A3 (food and drink); erection of buildings for flexible class A1 (shops) and/or class A2 (financial and professional services) and/or class A3 (food and drink) and/or class D1 (non-residential institutions) and/or class D2 (assembly and leisure) and class C3 (dwelling houses); change of use of basement car park (part) to class D1 (non-residential institutions); public realm and landscaping; and associated car and cycle parking, servicing, and access arrangements. Please note that this permission included comprehensive parameter plans, design guidelines and design codes to guide the development as it came forward over several phases. The site is located in close proximity to a number of recent development sites.

3.16 As noted above, development has commenced pursuant to the detailed elements of this planning permission – with extensions and alterations to the Fairfield Halls and the demolition of the multi-storey car park and parts of the College Green podium having either been undertaken or are underway.

3.17 Moreover, the following sites have planning permission for development and need to be fully understood and recognised, in view of the various links and relationships:

- 101 George Street (Essex House): Redevelopment of the site to provide a part 38 and part 44 storey building with 546 residential flats, with the ground floor to incorporate a flexible space including retail (Class A1), cafe (Class A3), business space (Class B1) and gallery space (Class D1) uses with basement accommodating parking spaces, cycle storage and refuse storage, and associated hard and soft landscaping including a public winter garden (LBC Ref: 17/04201/FUL). This is currently under construction.
- 102 George Street (Mondial House): Demolition of the existing office building; erection of a part 35, part 13, part 11 storey building comprising plus basement, to provide 220 flats, 1,787sqm B1 office space, and 490sqm A1 retail floor space with associated works (LBC Ref: 16/00180/P). Works have yet to commence.
- Land Adjacent to Croydon College (College Tower): Erection of part 16/38 storey building (plus basement and mezzanine levels) comprising 159 residential units, 225 bedroom hotel and restaurant (within use class A3); provision of associated amenity areas, landscaping and car/cycle parking and alterations/partial enclosure of access ramp (LBC Ref: 14/01603/P).

## 4 PROPOSAL

- 4.1 The proposals seek an alternative approach to the previous detailed residential component of the previously approved hybrid planning permission, involving the erection of five blocks (Blocks A – E) ranging in height from 8 to 29 storeys, to provide roughly 424 flats and flexible commercial space at the base of Blocks A, C and E.
- 4.2 Block A (a tower of 29 storeys) would be the tallest element, situated towards the north-eastern corner of the site, closest to the Mondial House and College Tower schemes (which have been approved at 35 and 38 storeys respectively). To the south, this tower would be immediately adjacent to Block B, a 9 storey linear block which would run parallel to the railway line. This block would form the eastern side of a north-south route. To the western side of this route, Block D would be a further linear block of 9-13 storeys in height. Block D would also form the eastern edge of a proposed private courtyard. Block C, a 7/8 storey block would form the northern edge of the courtyard and would provide some double height ground floor commercial space. This space would primarily be designed for health related uses as it is anticipated that the NHS will require a new health centre in the area to support the development and other schemes coming forward in the immediate vicinity. Finally, Block E at 13 storeys would form the western edge of the courtyard and would provide a new block facing onto College Green. This block would provide flexible commercial space at ground floor with residential above. The commercial spaces within Block C and E are designed to allow for flexible use either as large units or following subdivision into smaller units.
- 4.3 The final floorplans for the proposed development are still under review, but current plans propose 44.6% family sized flats (made up of 7.3% 3b+ and 37.3% 2b4p flats). The scheme anticipates provision of 20% affordable housing by habitable room. All of the affordable units would be intermediate tenure units – although it is understood that a range of unit sizes would be included as affordable housing.
- 4.4 Amenity space would be provided in the form of private balconies for each flat (in line with London Plan standards) and a large shared amenity courtyard within the centre of the site (slightly reduced in size since the hybrid permission due to land ownership constraints). The courtyard would be roughly 750sqm in size and would provide the proposed play-space for the development in the form of a mixture of doorstep play, semi-formal play-space and playable areas of landscaping. The scheme would also provide additional amenity space and play-space to the southern edge of the site within the north-south route close to the boundary with the Magistrates Court. The applicant is also considering provision of additional space to the roof of Block C. It is the intention that the courtyard space would be for residents use only.
- 4.5 The proposed development would be broadly car free, apart from meeting blue badge parking requirements (located within the proposed basement). The remaining space within the basement would be set aside for additional public car parking (associated with the main public car park beneath College Green) and a small number of parking spaces for the commercial units. The parking would be accessed off Barclay Road ramp (through the main public car park).
- 4.6 Servicing for the commercial units is proposed within the basement and the applicant is working on a servicing plan for the potential medical centre use. The residential servicing and waste collection is also proposed at basement level and each core for the five blocks would contain communal waste and recycling stores at basement level (accessible by lift). The waste and recycling and other residential servicing would take

place at basement level. All servicing vehicles would enter the basement off the College Road ramp.

- 4.7 The site would provide secure cycle storage rooms within each block at ground floor, adjacent to the main core access points and is being designed to meet London Plan standards.

## **5 PRP RESPONSE**

- 5.1 During the course of the pre-application process, the scheme has been presented to the Council's independent Place Review Panel on two separate occasions (November 2018 and February 2019).

- 5.2 At the November review, the Panel suggested that further work was needed to understand the scheme as a whole and how the design responded to the current and emerging context and principles of the Fair Field Masterplan (rather than being presented as an amendment to the hybrid planning permission).

- 5.3 At the most recent PRP, the Panel was supportive of the improvements to the legibility of the site and design direction which considered the scheme as a more cohesive development.

- 5.4 The Panel's main comments were as follows:

- Landscape/public realm narrative shows a thoughtful approach; distinction between public and private spaces and routes more defined;
- Further consideration of transition between public and private spaces required; the interface with College Green is very important;
- Vertical circulation access (for pedestrians) from College Road ramp and Hazeldean Bridge. The north-eastern corner of the site could be designed with more conviction to ensure that the public realm is more than just a temporary solution;
- Relationship with College Annexe is important as what happens on this site will have an impact upon the quality of the amenity space and flats within the scheme as it lies to the south of the site (and courtyard);
- Given the consented heights and surrounding context of tall buildings, the proposed heights did not raise any heritage or townscape concerns;
- Some questions were raised about the privacy and light to flats within Block B and D given their increased height (and their proximity to each-other);
- The proposed tower height and how the volume breaks down was supported, but more work is required in respect of elevational details - to understand the elevation treatment and material choices;
- Discussion around the proposed materials and whether the approach was sufficient (questions raised over use of brick for Block A). Suggestion that the development should have a common language – but with Block E having a contrasting material colour to Fairfield Halls, to ensure it does not coalesce with this heritage asset.

- 5.5 Whilst it is noted that the Panel suggested that the height of Block A and E would not raise harm to the heritage asset (Fairfield Halls), officers have raised some concern about the additional height to Block E; its relationship with the surrounding heritage assets and its appearance within the wider townscape and Fair Field Masterplan area. The applicant is undertaking further view studies to seek to justify the relationship.

5.6 Otherwise, officers generally agree with and welcome the comments raised by the Panel and are seeking amendments and additional details to respond to the comments and progress the design development.

## **6 GLA RESPONSE**

6.1 The GLA provided formal pre-application feedback on a previous iteration of the pre-application proposals (for 380 flats). They were generally supportive of the proposals. Their main comments are summarised as follows:

- Principle of the proposed mixed use development supported in strategic planning terms;
- The affordable housing offer (at the time 19% by habitable room) was not supported in isolation, but the link to the cross-subsidy of the Fairfield Halls refurbishment was acknowledged. Additional evidence requested to understand the wider benefits of the proposal to assess if they offset the low level of affordable housing;
- Request for more details of the proposed routes through the site as well as to the station and town centre to understand the legibility and activation of the routes;
- Generally supportive for additional height and architectural approach but further design development required to understand the scheme in context.

## **7 MATERIAL PLANNING CONSIDERATIONS**

7.1 The main planning considerations are:

1. Principle of development (land use, affordable housing and open space)
2. Townscape and visual impact
3. Housing Quality for future occupiers
4. Impact upon Neighbours
5. Transport
6. Environmental Impact, Sustainability and Flooding
7. S106 obligations

### **Principle of Development**

7.2 The proposed development is a residential led mixed use development which is similar to the previous scheme secured under the hybrid planning permission.

### Residential

7.3 The residential-led redevelopment of the site is supported. Planning permission has previously been granted for this general approach and is supported by the Fair Field Masterplan. The proposed layouts have rationalised the unit mix and together with the increased building heights and provision of an additional block (Block E), this has allowed the proposal to provide substantially more units. The development would contribute to the Borough's strategic housing targets and the overall town centre growth agenda.

7.4 The Council seeks to secure the provision of family sized housing and has an aspiration for 20% of all homes within the Fair Field area to have 3 or more bedrooms. The Local Plan recognises that the development market will need time to adjust to providing the quantum of larger family homes of 3 or more bedrooms and therefore accepts that for the first 3 years of the plan an element of family housing provision may



be provided as 2b-4p flats. Overall, 44.6% of units would be family sized units when including the 2b4p flats, which would significantly exceed the current minimum requirement.

### Viability and Affordable Housing

- 7.5 The applicant is currently undertaking refurbishment works to Fairfield Halls (pursuant to the hybrid permission). The hybrid permission accepted that the residential scheme constituted an enabling form of development, cross-subsidising the refurbishment of Fairfield Halls and therefore, 15% affordable housing (by unit) and 18% (by habitable room) and all delivered as intermediate tenure was accepted.
- 7.6 The refurbishment of Fairfield Halls is a strategic policy of the Croydon Local Plan and as a cultural landmark for the borough, has significant cultural and community value. The applicant is currently undertaking the refurbishment work and has advised that the current residential scheme has a continued requirement to cross-subsidise the cost of the extension and refurbishment works. Officers have been advised that the refurbishment has been more costly than originally anticipated (especially costs in dealing with asbestos removal) and despite the increase in unit numbers, the scheme continues to be challenging in terms of scheme viability (bearing in mind the desire to deliver a reasonable quantum of affordable housing and the desire to realise a state of the art cultural venue for Croydon). Given that the applicant's role in provision of affordable housing and despite viability challenges, the applicant is committed to providing 20% affordable housing (all intermediate) within the scheme to meet (and indeed exceed) the obligations contained within the detailed element of the previous hybrid planning permission.
- 7.7 The Council has appointed an independent viability consultant to review the applicant's viability model. Whilst the analysis is at a relatively early stage, it is agreed that the appraisal process will need to demonstrate that the development is properly delivering value for money as an enabling development, whereby the resultant public benefits arising out of the Fairfield Halls refurbishment outweigh the shortfall in affordable housing. This means in effect, that the funds realised as a consequence of such a short-fall are being re-directed towards the refurbishment works and the delivery of an exemplar cultural offer. The Fairfield Halls refurbishment costs and any potential net benefits arising from the works will need to be seen as part of the planning application (despite it being outside the boundary of the site). This approach is consistent with the approach adopted in respect of the previous hybrid planning permission which has now been required to respond to changing circumstances (as outlined above).
- 7.8 In addition to a review of the development proposals themselves, the review will need to evaluate the following:
- Fairfield Halls costs, both financial (in terms of both the cost of refurbishment – including consideration of any opportunity costs) but also any benefits arising from the works to the Council (both financial and non-financial);
  - Net shortfall on affordable housing provision; the level of affordable housing that would have been expected, setting aside the costs directed to the refurbishment of Fairfield Halls;
  - Scale and density of development

7.9 The applicant has accepted that it is in the public interest for their viability appraisal (save for some minor commercially sensitive elements) to be made publically available at planning application stage – in line with standard policy and practice.

### Commercial

7.10 The proposals include flexible commercial space (primarily intended as a café) within the base of Block A (linking to the Hazeldean Bridge at first floor mezzanine level) and flexible commercial space within the ground floor (and mezzanine levels) of Block C and E. The flexible uses would include A1, A2, A3 and D1 uses.

7.11 Local Plan policies supports the provision of A2, A3 and D1 uses within the Metropolitan Centre (subject to design requirements to demonstrate its future adaptability). A sequential test will be required for additional A1 use, as the site lies outside of the primary retail area. The sequential test will need to demonstrate that the retail offer would not detract from the retail offer within the primary retail area (it will need to demonstrate that the use cannot be accommodated on sites or in units that are both suitable and available within the town centre). As part of the hybrid permission, a sequential test successfully demonstrated that the introduction of retail uses within the Fair Field Masterplan area would be acceptable in policy terms. A full assessment will be required for the current proposals, but officers expect that the sequential test will support the provision of retail in this location.

7.12 The provision of commercial space at the base of Blocks A, C and E is supported in townscape terms. All three of these blocks would have public facing facades onto important areas of public realm. The provision of a café proposed for the base of Block A should improve wayfinding and legibility of routes into the site from the north-east corner (from College Road and Hazeldean Bridge). The provision of flexible commercial space within Blocks C and E should also activate this end of College Green and provide activity onto the new public route between Block C and the College building.

7.13 Given the location of the site within the Croydon's 'Cultural Quarter', officers' preference would be for some cultural uses to be included within the scheme. The applicant has requested flexible uses to ensure that the spaces are as marketable as possible. Officers are mindful that a too restrictive approach could result in empty units in this prominent location.

7.14 Under the hybrid permission, space within Block C was identified as a potential space for a new medical centre and a condition imposed required that the space should be initially marketed to the NHS. The applicant has been working with the NHS and has designed and modified the space to meet NHS requirements (in terms of internal space and design layouts and servicing arrangements). It is intended that a similar condition would be imposed, to realise this continued opportunity.

### Open Space

7.15 The whole of College Green is protected as undesignated open space under the NPPF and London Plan. The policies seek to resist loss of open space unless equivalent or better quality provision is made in a suitable location (within the local catchment area).



Site plans showing a) area of designated open space and b) area of re-provision

- 7.16 The scheme proposes the reconfiguration of the eastern end of College Green (some 1,730sqm of public open space). The majority of the open space would be re-provided as part of a new public realm area and route to the north of the site, including new steps and pedestrian link to Hazeldean Bridge. The current calculations suggest that the proposed development would result in a loss of 165sqm of open space. Officers have advised the applicant that robust landscaping details will be required to justify the relocation of the public open space, to ensure that the scheme is providing equivalent or better quality provision of open space. The quality of the new spaces created will be a key consideration.
- 7.17 Whilst the context of the surrounding area has changed since the hybrid permission, officers continue to highlight/emphasise that the previous permission secured substantial improvements to the College Green (as a whole) including additional pedestrian links across the wider Fair Field Masterplan area. The relationship between the current scheme and the hybrid permission as a material planning consideration remains (particularly as the Fairfield Halls refurbishment and the residential scheme will benefit from wider enhancement of College Green). Officers consider that the previously approved improvement to College Green was a significant benefit of the previous hybrid planning permission, which should be fully recognised as a planning requirement arising out of the current pre-application proposal.
- 7.18 Since the hybrid planning permission, the Council has initiated a competitive tender process to procure a world-class public realm design for College Green which should go well beyond the proposals previously secured as part of the hybrid planning permission. However, given the on-going linkage between the residential proposals and the requirement to enhance College Green, officers consider that the residential scheme should contribute to the improved public realm works. An enhanced College Green (it is currently suggested that College Green should be re-named as “The Fair Field” to reflect its historic origins) would clearly provide significant benefits for future residents of the scheme including further open space, pedestrian access. It is currently the intention that the space would also be utilised to provide fire tender access (as part of the proposed fire safety strategy).
- 7.19 Officers are in discussion with the applicant about securing a financial contribution towards public realm improvements and it is expected that this should cover the value of the previously consented public realm (in line with details soon to be discharged

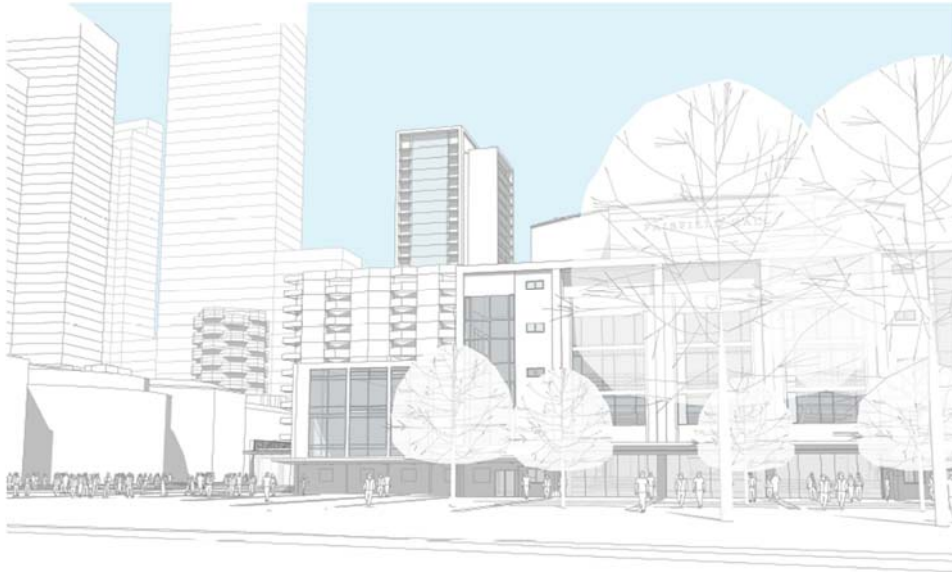
pursuant to Condition A26, pursuant to the hybrid planning permission). This financial contribution would provide the local planning authority with clear certainty that public realm improvements, equivalent to the quality of public realm previously approved, is delivered as part of the residential proposals, should the more visionary public realm scheme not come forward. This approach should also enable the Council to carry out interim public realm improvements in time for the re-opening of Fairfield Halls. If the new public realm scheme (pursuant to on-going procurement processes) progresses as envisaged, the public realm contribution could provide additional funding for these public realm improvements. The mechanism as to how this might be secured will need to be further explored in the run up to planning application submission.

## **Townscape and Visual Impact**

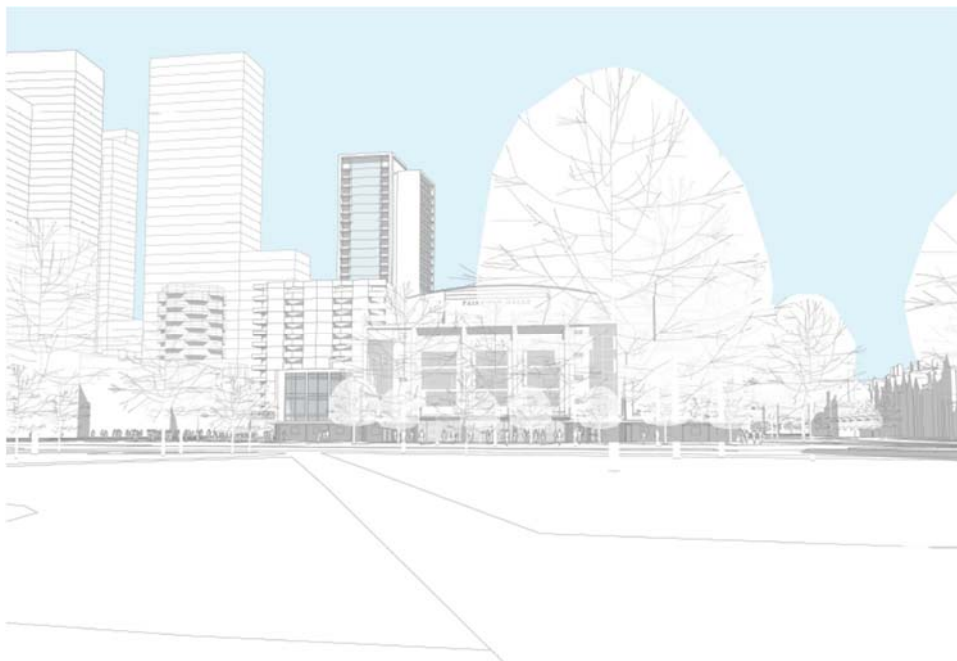
### Massing

- 7.20 The general massing approach is supported and goes some way to achieve the ambitions of the Fair Field Masterplan; stepping height across the site from the lower height of Fairfield Hall up towards the towers being constructed (or with planning permission) close to East Croydon Station and adjacent to the railway line.
- 7.21 A robust assessment of the townscape and heritage impacts is required as part of a planning application, including a townscape and visual impact assessment to test the scheme in the context of longer views (to assess any potential for coalescence) and with closer contextual views (to assess potential impacts on heritage assets particularly Segas House (Grade II listed), Fairfield Halls and Croydon College (both locally listed) and the Chatsworth Road Conservation Area to the south of the site.
- 7.22 Subject to further testing, the additional height to Block A (an increase of 8 storeys from the hybrid permission) should not give rise to townscape or heritage concerns; it maintains the height hierarchy across the Masterplan area. Further height (beyond the proposed additional 8 storeys) is not recommended as this could detract from this important Masterplan principle. The changes to the footprint (moving the tower further south and increasing its size/footprint, thereby increasing the number of units per floor) is generally positive although officers feel that the building articulation requires further resolution.
- 7.23 The general layout of Blocks A – D have been subtly altered from the layout previously approved. This has led to changes in the relationship between blocks, with the north-south route more articulated – which has been a positive move. However, this has resulted in the route becoming narrower in parts (at times, as little as 12 metres). The articulation of the elevations provides some relief with this relationship and could provide character to this space. However, the proposed heights and proximity does give rise to some concerns about the privacy and the daylight levels within the proposed flats and the quality of the public realm. Further testing is required to understand this space and the overall resident experience.
- 7.24 Block E has been designed to create a strong frontage onto College Green, respecting this important piece of public realm within the Masterplan area. However, officers feel that the height of this building gives rise to some heritage and townscape concerns. In the key views of the front of the Fairfield Halls when viewed from the entrance of Queen’s Gardens and from within the Gardens, the height of Block E directly aligns with the shoulder of Fairfield Halls or appears taller and more dominant than Fairfield

Halls. That said, the Place Review Panel was less concerned about these relationships.



View from pavement outside Queens Gardens (Park Lane)



View from within the centre of Queen's Gardens

7.25 In wider townscape terms and as stated above, the Masterplan seeks a stepped hierarchy of building heights. The hybrid planning permission also established strong datum parameters for building heights surrounding College Green (and the wider Masterplan area) at roughly 7 storeys. The proposed Block E would be considerable taller than the previously approved replacement College building. Notwithstanding this and as noted by the Place Review Panel, the proposed height of this building would allow the building to provide a strong focal point when viewed from Park Lane (at the apron of College Green). Officers support additional height above the previously consented parameters but have suggested that the proposals should be reduced (be

a couple of floors) to maintain a clear hierarchy across the Masterplan area and respect the setting of Fairfield Halls.

#### Elevational Treatment, Fenestration & Materials

- 7.26 The elevation treatment, fenestration and materials palette need to be further developed. Officers feel that whilst the distinct blocks may take alternative approaches that respond to each particular setting, there is a need for an overarching logic to the elevational treatments and window detailing, particularly as the blocks are linked and of a similar scale (except for Block A). The applicant is currently reviewing elevational treatment approaches and further assessment of this will be required once fully developed. The articulation of several of the proposed blocks remains complex and whilst this provides interest to the elevations and relief within the public realm area, there may be a need to rationalise these in order to ensure that they do not result in significant construction costs.
- 7.27 The design logic to the choice of materials palette and window detailing requires further resolution and has not yet been fully assessed. However, it is expected that there would need to be some variation between the different elements of the scheme in terms of materials. That said, the different blocks need to tie together through a clear rationale and carefully curated material palette. The differentiation in design and materials to the front elevation of Block E (facing College Green) is supported, but further consideration is required to improve the proportionality of the banding and fenestration. It is also expected (and supported by PRP) that the materials for Block E would need to provide a contrast to Fairfield Halls, to avoid coalescence but to also help contain elements that tie it in with the remaining scheme elements.

#### Relationship to the Annexe Building & Magistrates Court

- 7.28 The termination of the public realm between Blocks B & D has been improved by the subtle shift of orientation of these blocks. Whilst the applicant is progressing a landscape proposal that can function as a landscaped terminus (including opportunities for children's play) the longer term aspiration is to open up a north-south link, if and when the Magistrates Court comes forward in the future in accordance with the Masterplan. Further evidence is required to understand how the space would facilitate this long term route.
- 7.29 Further layout consideration (particularly within Block D) is required to ensure that the orientation of some apartments does not prejudice the future development potential of the College Annexe or Magistrates Court site or result in poor quality apartments (within the current proposed development) which would themselves be compromised (in terms of limited light and outlook as a consequence of neighbouring site relationships). One also needs to be mindful of possible development proposed (as part of a future redevelopment of the College Annexe Building) which would inevitably enclose the south side of the proposed residential courtyard space. This issue was also raised by the Place Review Panel and will be a consideration for the developers of the College Annexe site.
- 7.30 Finally, one needs to recognise the proposed relationship between the proposed Block E and potential habitable room windows contained within an either converted or redeveloped College Annexe building; the flank elevation of Block B is currently shown as being sited between 8-10 metres from the front elevation of the College Annexe building which will need to be tested in terms of outlook and daylighting effects.

## Public Realm and Amenity Spaces

- 7.31 The scheme presents a clear logic as regards the hierarchy of spaces, including the scale and sequence of the spaces with good definition between public and private space and clear routes through the site and wider Fair Field Masterplan area.
- 7.32 Access onto the site represents a considerable challenge due to land level changes and varied land ownerships. The repositioning of Block “A” (further south) should provide more public realm towards the north-eastern corner of the site. The widened of the steps leading up to the Hazeldean Bridge represent a more generous intervention than previously accepted by the hybrid permission which is welcomed. However, further design development is required to understand the landscaping rationale for this space. The bridge itself is outside the application boundary (and is currently a vehicle bridge); how this might be re-imagined as a pedestrian route remains unresolved.
- 7.33 Officers also feel that the logical primary pedestrian access route from George Street and East Croydon Station should be via College Road. Currently, the proposal relies on pedestrians using the College Road ramp down into the basement car park and then taking stairs or lift up to the podium level to the base of Block A. Officers preference is for a more direct route via a high quality, temporary ramp which would provide a step free route adjacent to the College Road ramp. The applicant has modelled the potential for such a route but have advised that they are unable to bring this forward as part of their scheme (for viability reasons and potential ownership restrictions).
- 7.34 A permanent direct solution is indicated by the Fair Field Masterplan (key routes diagram) but much of this remains outside of the applicant’s control as it is reliant upon land within the College Tower site and the partial capping the existing College Road ramp. The proposed public realm design must safeguard the potential for the site to link into a permanent step free solution.
- 7.35 Officers are working with all land-owners (with land interest towards the north-east corner of the Masterplan area) to arrive at a workable long term solution to deliver step free access arrangements and the work undertaken by the applicant has been helpful in the process (to set a podium level as associated public realm where other sites are able to “plug into” when sites come forward in the future).
- 7.36 The temporary arrangements are likely to be in place for several years and will therefore need to be suitably robust. If a lift and stairs are brought forward at planning stage, the applicant should ensure that the road ramp into the basement, retaining walls, columns, stairs, lift shaft and road surfaces are treated in a manner that is suitably welcoming and high quality for pedestrians (with detailed consideration afforded to safety and security). Crucially, the space would need to be transformed from one which previously prioritised vehicles to one which prioritises pedestrians (although it is recognised that the access ramp would continue to provide service access and access to existing sub-station infrastructure). A detailed strategy is required to fully understand how this route might work in the short, medium and longer term. To date there has been limited design development that focusses on the likely pedestrian experience – when seeking to gain access via East Croydon Station and College Road.

- 7.37 The applicant has also begun to indicate how development may come forward on the Magistrates and College Annexe sites and how their scheme might tie in with possible approaches which is to be welcomed.
- 7.38 Residential cores and individual entrances for family accommodation have been located within the private courtyard and north-south route. This would help to activate both spaces and is considered a positive step. Further detailed design work is needed to understand how the courtyard would be gated along with the transition from public to private space. This is particularly important for the access point on College Green which would have a high visibility as part of the public realm.
- 7.39 Where the scheme faces onto public routes, it will be important to understand how these spaces are designed and activated, including consideration of the space needed for potential spill out from commercial uses. This is particularly important to the front of Block E where it would address College Green, which as noted above is currently the subject of a competitive design process managed by the Council. The scheme would need to marry up with a forthcoming public realm design and in the interim, consider provision of appropriately sized and designed spaces for the proposed commercial/cultural uses, should the scheme come forward prior to the re-opening of College Green. It is likely that the phasing of the various schemes will be suitably be aligned to ensure that they dovetail well and properly co-ordinated. Through the repositioning of the blocks, there would be greater space between Blocks A and C (at ground level) and whilst there might well be emergency vehicular turning requirements for this space, it has potential to be a high quality useable public realm, particularly given the adjacent commercial uses and its potential relationship to the longer term permanent pedestrian route from College Road (as highlighted above).

### **Housing Quality for Future Occupiers**

- 7.40 The flats would all be designed to meet National Technical Space Standards and are all being designed with outdoor amenity space in the form of private balconies or terraces. 10% of the units would be wheelchair accessible and 90% wheelchair adaptable in line with the London Plan. In addition, the scheme would provide a large private courtyard of about 750sqm to the centre of the site and additional semi-private amenity space to the end of the route between Blocks B and D which would be more than sufficient to meet the child play space requirement for the number of units.
- 7.41 The proposed layouts to the flats are generally supported, subject to robust daylight and sunlight testing. The flats within Block B and C are mostly dual aspect and whilst there are a number of single aspect units within the scheme, none of these would be single aspect north facing. The elevations of the buildings have been designed so that the majority of single aspect units would have some varied outlook. Officers have not seen the final internal layouts for the scheme and these will have to be analysed carefully to ensure that the flats provide suitable outlook and privacy for residents. The PRP raised some concerns about the additional height and resulting relationship between flats, particularly for flats within Block B and D where the separation distance narrows to just under 12m.

### **Impact upon Neighbours**

#### College Annexe



- 7.42 This adjacent site is allocated for mixed use including residential development. The College Annexe site now forms the southern edge of the residential courtyard and it is unclear at this stage how the proposed development might interact with a development which could come forward in this space and how the boundary might be treated/integrated in the medium to long term. Any future development to the south of the residential courtyard would need to respect the desire for adequate sunlight entering the courtyard space. Moreover, the applicant would need to further understand how the current proposals respect the development potential of the College Annex site. Officers are currently engaged in pre-application discussions with the owner of the College Annexe site who is considering two potential development scenarios; one to convert and possibly extend the existing building; the other to redevelop the site with additional height.
- 7.43 Officers are concerned that there might well be a risk of an somewhat disjointed and unplanned approach when seeking to bring sites forward (in close proximity) which might well limit development potential, the legibility of future public realm, the provision of public routes and residential quality. Officers consider it important that the development interests work more closely together to ensure that emerging schemes do not prejudice development on either development site, particularly with regards to daylight/sunlight and outlook for flats, public realm and strategic public realm routes and access arrangements.

#### College Tower, Mondial House and Croydon College

- 7.44 The proposed additional height to the northern edge of the site might impact daylight and sunlight achieved in respect of the consented residential schemes at College Tower and Mondial House. These changes may also have micro-climate impacts and this will need to be further modelled (including cumulative effects) alongside any associated mitigation. This will require further resolution and technical reports will be required to address these impacts.
- 7.45 The increased podium level at the north-eastern corner of the site will need to be designed to safeguard a permanent step-free access to and from George Street – linking through to Hazeldean Bridge. The applicant has considered potential design solutions for this, but the permanent step free access is reliant upon other sites in the area coming forward (as highlighted above).
- 7.46 Further details are also required to understand the design solution for the treatment of the northern edge of the public realm where it meets the light wells adjacent to the existing Croydon College, especially as this building appears to contain classrooms and workshops at basement area.

#### **Transport**

- 7.47 Under the hybrid planning permission, the approved basement car park was intended to provide a mixture of general public car parking (including some allocated to Fairfield Halls and associated uses and the replacement college building) and residential car parking. The intention was for cars (and general parking circulation) to access the basement from the existing Barclay Road ramp (which was approved with a reduced width) with servicing taking place via the College Road ramp. These access arrangements are proposed to remain unchanged as part of the current proposals, although it remains unclear at this stage whether the Barclay Road ramp will continue

to use all 4 dedicated lanes. This will need to be considered as part of a subsequent Transport Assessment.

- 7.48 The proposed development would be car-free with only disabled “Blue Badge” parking available within the basement, in line with London Plan standards. Future occupiers would be restricted from having access to parking permits. It is anticipated that a number of car club spaces would be provided within the main basement car park (to be opened later this year) but additional car club spaces are likely to be required to support this development. In addition to residential parking, it will be necessary to provide further public car-parking beneath the residential podium (associated with the main public car park) as well as a small number of parking spaces for the commercial units in line with London Plan standards. It is understood that all spaces would be managed by a single car parking operator (managing both public and residential parking spaces). Officers are currently in discussion with the applicant as regards the overall basement car park management arrangements, including layout and car club provision.
- 7.49 Servicing for the commercial units would be via the basement and the applicant is working on a servicing plan for the potential health service use. The residential servicing and waste collection is also proposed to take place at basement level and each core would incorporate communal waste and recycling stores at basement level (accessible by lift). The waste and recycling and other residential servicing will take place at basement level and all service vehicles would enter the basement from the College Road ramp. Whilst this is generally considered to be acceptable, further technical details are required to ensure that this arrangement would be suitable for collection and servicing vehicles.
- 7.50 The site would provide secure cycle storage rooms within each block at ground floor adjacent to the main core access points and is being designed to meet London Plan standards.

### **Environmental Impact, Sustainability & Flooding**

- 7.51 The applicant has been made aware of the requirements for passive design, zero carbon development and connection to a communal heating network which was secured within the basement of Fairfield Halls as part of the hybrid permission. Discussions are forthcoming in relation to air quality, overheating, surface water drainage, micro climate and lighting impacts.
- 7.52 The site is within Flood Zone 1 (Low Risk) and partially within an area where there is potential for surface water flooding. The applicant has been advised that a flood risk assessment and drainage strategy would be required to support a planning application.

### **S106 Obligations**

- 7.53 At this stage it is envisaged that planning obligations will be required to mitigate the impacts. Discussions are forthcoming in relation to the heads of terms, but it is anticipated that these would include the following:
- Affordable housing (on site)
  - Open Space (public realm) contribution
  - Employment and Construction training
  - Air Quality

- Zero carbon off-set
- Car club
- Travel Plan
- Car permit restrictions
- Transport for London contributions

## **8 SPECIFIC FEEDBACK REQUESTED**

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

- The viability of the scheme and approach to affordable housing in relation to the works undertaken to Fairfield Halls
- The proposed quantum of development and proposed heights of the development, in terms of both townscape and heritage impacts and quality of accommodation and public realm
- The legibility of proposed routes into the site (particularly the north east corner) and public realm provision across the site and emerging landscape logic and design
- The relationship with neighbouring sites, particularly with the College Annexe site.

## **9 PROCEDURAL NOTE**

9.1 This is the first presentation of the scheme to the Planning Committee. The proposal is reported to Planning Committee to enable Members to view and comment on it prior to submission of a formal application. The proposal is not a planning application. Any comments are provisional and subject to full consideration, including public consultation and notification as part of any subsequent application.

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

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## PLANNING COMMITTEE AGENDA

### PART 6: Planning Applications for Decision

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#### 1 INTRODUCTION

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

#### 2 MATERIAL PLANNING CONSIDERATIONS

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

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

### 3 **ROLE OF THE COMMITTEE MEMBERS**

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

### 4. **THE ROLE OF THE CHAIR**

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

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

## **5. PROVISION OF INFRASTRUCTURE**

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

## **6. FURTHER INFORMATION**

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

## **7. PUBLIC SPEAKING**

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

## **8. BACKGROUND DOCUMENTS**

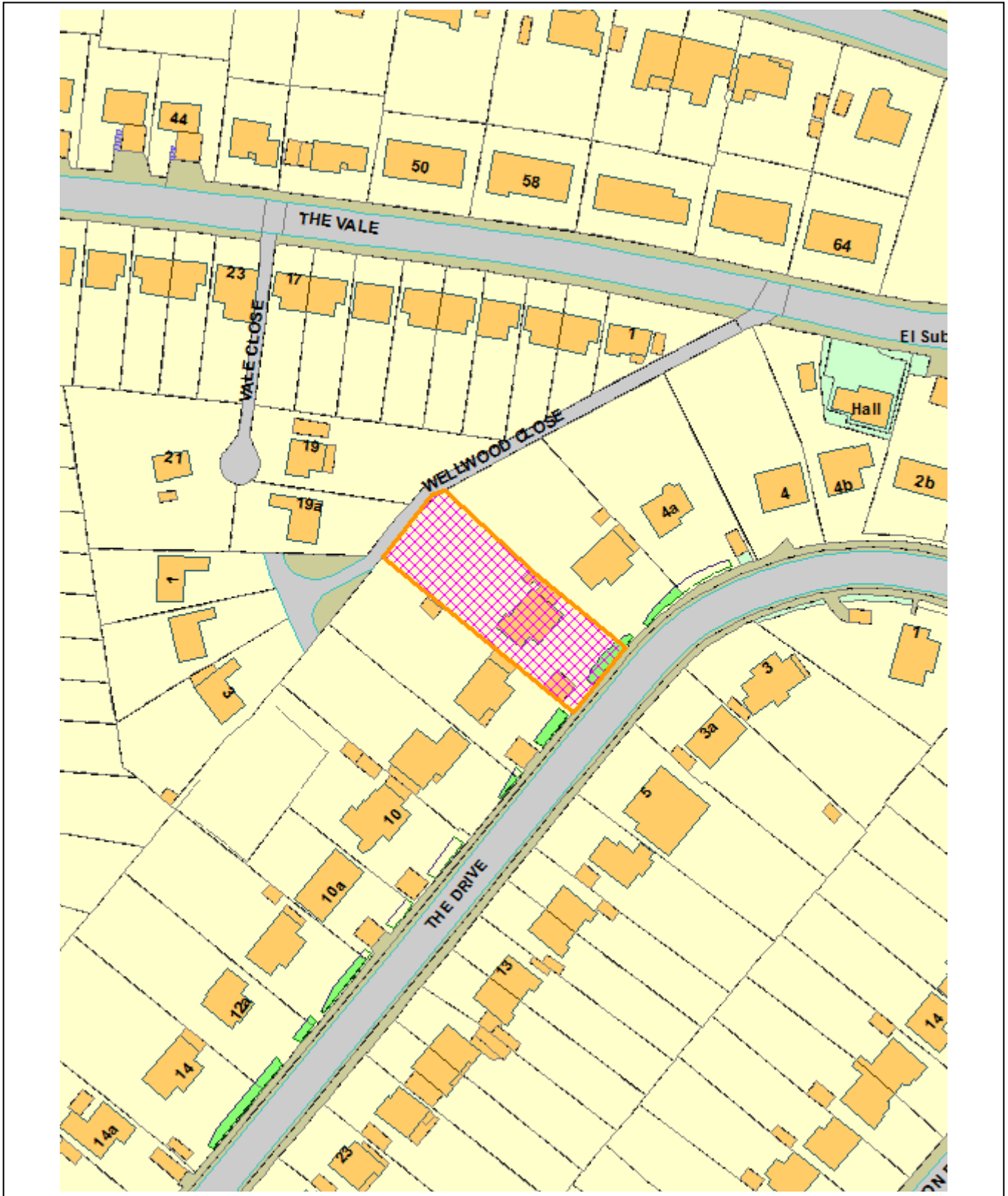
- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application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

## **9. RECOMMENDATION**

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

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## PLANNING COMMITTEE AGENDA

### PART 6: Planning Applications for Decision

### Item 6.1

#### 1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/05858/FUL  
Location: 6A The Drive, Coulsdon, CR5 2BL  
Ward: Coulsdon Town  
Description: Demolition of the existing dwelling and erection of a part three part four storey development for nine apartments with associated access, six off-street parking spaces, cycle storage and refuse store.  
Drawing Nos: PL\_005, PL\_99 02, PL\_99\_02, PL\_100 02, PL\_101 02, PL\_102 02, PL\_103 02, PL\_50 02, PL\_200 03, PL\_300 03, PL\_202 03, PL\_203 03, Amended Tree Report, Amended Tree Schedule, Amended Tree Constraints Plans, Topographical Survey, Design and Access Statement, Day and Sunlight Report, Flood Risk Assessment and Parking Stress Survey.  
Applicant: Macar Developments  
Agent: Mr Paul Lewis  
Case Officer: Henrietta Ansah

	studio	1 bed	2 bed	3 bed	4 bed
<b>Existing houses</b>					1
<b>Proposed Flats</b>		2	5	2	

*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 Luke Clancy has made representations in accordance with the Committee Consideration Criteria and requested committee consideration and representations, including a petition, above the threshold in the Committee Consideration Criteria have been received.

#### 2.0 RECOMMENDATION

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

##### Conditions

1. Development to be carried out in accordance with the approved drawings
2. Materials to be submitted

3. Details of Refuse/Cycles/Boundary/EVCP
4. Details of hard and soft landscaping
5. Construction Logistics Plan to be submitted
6. Car parking provided as specified
7. No additional windows in the flank elevations
8. 19% reduction in carbon emission over the 2013 Building Regulations
9. Water consumption target of 110 litres per head per day
10. Permeable forecourt material to be used
11. Trees - Accordance with the Arboricultural Report
12. Tree - Protection for street trees and trees at rear
13. Inclusive access ground floor
14. Visibility Splays
15. In accordance with details of FRA
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) Wildlife protection
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of existing four bedroom detached house
- Erection of a two storey building with accommodation in roofspace
- Provision of 9 flats
- Provision of 6 off-street car parking spaces
- Provision associated refuse/cycle stores at the front and rear of the site
- Reduction in ground level

3.2 As part of the application the applicant has submitted amended plans. None of the amendments require a re-consultation. The changes are detailed below:

- Lowered front wall adjacent to ground floor flats
- The incorporation of landscaping

### **Site and Surroundings**

3.3 The application site is situated on the north-western side of The Drive and currently comprises a part 1- part 2-storey dwellinghouse with a side addition and a detached garage at the site frontage.

- 3.4 The site slopes steeply up from the street frontage, therefore the existing house is substantially elevated above street level and is accessible via a footpath and steps.
- 3.5 To the rear of the site the property has been extended to the side, a conservatory is located to the rear of the existing property and a large elongated dormer addition is located on the rear roofslope. The rear garden is extensive and is laid to lawn.
- 3.6 The north-western side of The Drive is at a significantly higher level than properties on the opposite side.
- 3.7 The site is located in a mainly residential area comprising many detached properties of differing designs, heights, massing, and eras.
- 3.8 The site lies within a critical drainage surface water area. There are no designations attached to the site. The site has a public transport accessibility level of 3.



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

## **Planning History**

3.9 There is no previous planning history for the site.

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

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.

- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- The impact on trees and proposed landscaping is satisfactory and can be controlled by 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 11 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, local groups

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

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

### Objections

Summary of objections	Response
<i>Family Housing</i>	
<ul style="list-style-type: none"> <li>• Loss of family housing replacement with flats</li> </ul>	The scheme would not result in the net loss of three-bedroom accommodation with as the original property has 4 bedrooms. Nevertheless family housing is proposed by way of 2 x 3 bed units re-provided alongside 4 x 2 bed (4-person units). The scheme would provide a high percentage of family accommodation and would meet the need for such provision.
<i>Residential Amenity Considerations</i>	
Impact on residential amenity of adjoining occupiers – loss of privacy and light, noise and disturbance.	In view of the separation distances afforded and rear projections, officers are satisfied that the scheme would not lead to an acceptable loss of amenity to the adjoining occupiers. Privacy would be protected through use of obscure glazing and high level windows.
<i>Access and Parking</i>	
Traffic congestion/Impact on highway safety	Whilst the site has a moderate PTAL level (PTAL 3) the site is relatively close

Inadequate parking provision	to bus and train services and on-site car parking is proposed in the form of 0.66 spaces per unit car parking. Cars would be able to manoeuvre on site and exit safely in forward gear.
<i>Design and Scale of Development/Overdevelopment of the site</i>	
<ul style="list-style-type: none"> <li>• Character of the area and design</li> </ul> Flats are not in keeping with the area Overdevelopment Bulky	The current bungalow represents an under-utilisation of this relatively substantial site and there is variety of built forms in the area.  The site is considered to be of a sufficient size to accommodate the quantum of development proposed and the building sits comfortably in its context, providing acceptable levels of parking, internal layouts and amenity space in accordance with policy requirements. It is not considered the proposal would constitute overdevelopment.
<i>Environmental Considerations</i>	
Noise, dust and disturbance from construction works	This will be controlled and managed through a construction logistics/management plan.
Flood risk	The site lies within an area of surface water flooding and the applicant has put forward mitigation measures.
Waste	Sufficient waste storage have been provided, in any case this can be controlled by condition.

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

- Development would lead to more tenants than owners. The road suffered before from having tenants especially with loud music, crowded parking and burglaries problems
- Downgrading of housing stock
- Depreciation of market stock
- Risk to foundations
- Subsidence

6.4 An objection has been raised by Purley and Woodcote Residents Association:

- Unsympathetic
- Higher and bulkier than neighbours
- Loss of amenity
- Lack of consultation by the applicant



- Inappropriate development

#### 6.5 Cllr Luke Clancy objecting:

- Overdevelopment
- Out of keeping with the area
- Parking

### 7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

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

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

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

#### 7.4 Consolidated London Plan 2015

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

- 7.21 Woodlands and trees

## 7.5 Croydon Local Plan 2018

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

## 7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

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

### **Principle of Development**

- 8.2 The Croydon Local Plan 2018 identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt. Coulsdon has been identified as an area of sustainable growth of the suburbs for accommodating medium and moderate residential growth.
- 8.3 There is a requirement that there should not be a net loss of 3 bedroom houses or the loss of homes smaller than 130m<sup>2</sup>. The applicant site currently accommodates a 4 bedroom property with a GIA of 179m<sup>2</sup>, and thus this policy requirement would not apply.
- 8.4 The Council has a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. The proposed development includes 2 x three bedroom properties and 2 x two bedroom 4 person properties, which would in total provide 44% family accommodation, in excess of minimum requirements.
- 8.5 In respect to the density of the scheme representations have raised concern over the overdevelopment. In respect to the density of the scheme, representations have

raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 3 and as such, the London Plan indicates that the density levels ranges of 150–250 hr/ha habitable rooms per hectare (hr/ha); the proposal would be in excess of this range (352 hr/ha). However, the London Plan density matrix is a guide and cannot be used as a prescriptive measure. Furthermore, the London Plan provides sufficient flexibility for higher density schemes to be supported. In this instance, the proposal, as set out below, is considered to sit comfortably in the streetscene and not have a detrimental impact on neighbouring properties and to be overall a successful development, so this density is considered to be acceptable.

- 8.6 Given the residential nature of the surrounding area, the principle of the redevelopment for a residential property can be supported. The development would provide additional residential units including family homes in an established residential area. There is no in principle objection to the proposal.

### **Townscape and Visual Impact**

- 8.7 The application site is a generous plot of significant depth within an established residential area, which is capable of accommodating additional units to maximise its use. At present the property is significantly smaller than the neighbouring and surrounding properties in terms of its massing and height.
- 8.9 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a part four/part three storey building with accommodation in the roofspace. A lower ground floor has been created to utilise the topography of the land to provide residential accommodation. The lower ground floor would be set behind screening and set back from the highway, and thus would not appear prominent in the streetscene. In addition, the ridge height is only marginally higher than the surrounding properties. This approach is considered to make the best use of the site and sit comfortably with the surrounding area, subject to satisfactory screening of the lower ground floor and hardstanding area.
- 8.10 The proposed building would be in keeping with the surrounding area by way of the prominent gable roof profile, and detailing. The overall height would not be dissimilar to the neighbouring properties. The proposed recessed central glazed core, projecting front gables, windows and iron balustrades add an element of variation, contrast and contemporary design to the proposed form. The rear projection maximises the sites potential whilst respecting the overall pattern and layout of development in the area.



Figure 2: Front elevation



Figure 3: Rear elevation

- 8.11 The facades will be built using Cassandra red sand faced brick and smokey grey mud creased brick. Windows will grey upvc and full height doors grey aluminium. The roof will be in slate coloured tiles. Balustrade will be grey to match the windows. There will also be laser cut feature panels to the front and rear elevations in matching grey. Good quality brick in 2 tones has been proposed alongside deep reveals, especially to the bay windows, to provide the appearance of robust longevity and provide good shadow lines. Details of all the materials will be suitably conditioned. Overall, the development would comply with policy objectives in terms of local character and would respect the form, urban grain and architectural integrity of the surrounding properties.



Figure 4: A perspective image of proposed development within the streetscene

### **Housing Quality for Future Occupiers**

- 8.12 Each of the units within the proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards, in terms of the overall floor area and the size of individual rooms. In terms of layout the proposed units are considered acceptable to the amenities of any future occupiers providing high quality living accommodation which is significantly above the minimum housing standards.
- 8.13 All of the units would be dual aspect and have suitable ventilation and natural day and sunlight. The habitable rooms all face to the rear and front of the site providing a high standard of outlook. A daylight and sunlight report has been undertaken which demonstrates that each of the units would provide adequate daylight and sunlight in exceeding the BRE minimum recommended levels.
- 8.14 The lower ground floor units benefit from front facing window and additional high level obscurely glazed windows to the side. Again, the daylight and sunlight report demonstrate that these units would receive adequate levels of daylight and sunlight.
- 8.15 The London Housing Supplementary Planning Guidance (SPG) sets out that a minimum of 5 square metres of *external* amenity space be provided for a 1-2 person dwelling, with 1 additional square metres for every additional occupant. Thus the 1 bedroom units would be expected to provide 5 sqm of amenity space; 2 bedroom units would be expected to provide 7-8 sqm of amenity space; and the 3 bedroom units would be expected to provide 9 sqm of amenity space. All of the private amenity areas will meet or exceed minimum requirements.
- 8.16 6 of the 9 units would have directly attached private amenity space areas, by way of terraces and balconies. 2 of the 9 units would have private amenity spaces in a level secluded part of the rear garden within private amenity pods, finished in Indian Sandstone, and surrounded by medium sized shrubs. On balance the solution to providing amenity for this scheme is the best solution given the constraints and alternative options already explored.

- 8.17 These allocated private amenity ‘pods’ will serve the smaller units, all of the family accommodation will have directly attached and accessible amenity space, in excess. Moreover, the three bedroom units would be located on the ground floor with access to a terrace area measuring 36.5 sqm in excess of minimum standards.
- 8.18 The lower ground floor units would have amenity space to the front, which would be separated from the car parking area and adequately screened by a low boundary wall and hedging which would provide a privacy and acoustic barrier. These areas will provide good amenity space whilst ensuring the front would be well maintained in the future. In addition, high quality communal amenity space provision of approximately 30 sqm is provided in the rear garden. 15.8 sqm of play space has also been provided within the communal garden area, which would satisfy policy requirements.
- 8.19 A through route will be provided to allow direct access into the rear communal amenity space.
- 8.20 The proposed units are 100% M4(2) (accessible and adaptable dwellings) compliant in terms of their internal layouts. However given the extensive gradient at the front of the property and the slope as you ascend The Drive, M4(3) (wheelchair user dwellings) compliance is not achievable, without the addition of intrusive retaining walls and ramps. The Mayors Housing SPG permits an element of flexibility on M4(3) and M4(2) provision on sites of four stories or less to ensure that sites are deliverable. Taking into account the site constraints, on balance that this is considered acceptable.
- 8.21 The development is considered to result in a high quality development including a provision of 44% family units all with adequate amenities and provides a good standard of accommodation for future occupiers.

### **Residential Amenity for Neighbours**

- 8.22 The properties that have the potential to be most affected are the adjoining properties No 8 and No. 6 The Drive. The proposed development would be set away from the side boundary of No, 6 by 1.6 metres; and from No. 8 by 1 metre. The flank to flank wall separation distances would be 7.25 metres to No 6, and 5.25 metres to No. 8.
- 8.23 No 6 has a window in the side of the existing gable end. The applicant has undertaken a layout appraisal and this window serves a bedroom attic. No. 8 has bedroom window also within the side gable at roof level, facing the application site. A 25-degree BRE guidance test has been undertaken to establish whether these windows would be affected by the proposed development. Both of these windows are outside of the 25-degree line taken from the neighbouring properties (shown below), due to the design of the barn hipped roof profile of the proposed development, and thus would not be unduly affected, by a loss of daylight or sunlight.



Figure 5: Rear elevation showing the 25-degree line from neighbouring flank wall windows.

8.24 The existing property extends beyond the rear building line of the adjoining occupiers by at least 2 metres. The main bulk of the proposed development would extend 4-4.5 metres beyond the rear building lines of No. 6 and No.6. Beyond which is a centralised projecting element. The 45-degree line of sight from No. 6 and No. 8's nearest rear facing habitable room windows would not be breached, and thus these habitable room would not be unduly affected by the proposed development.

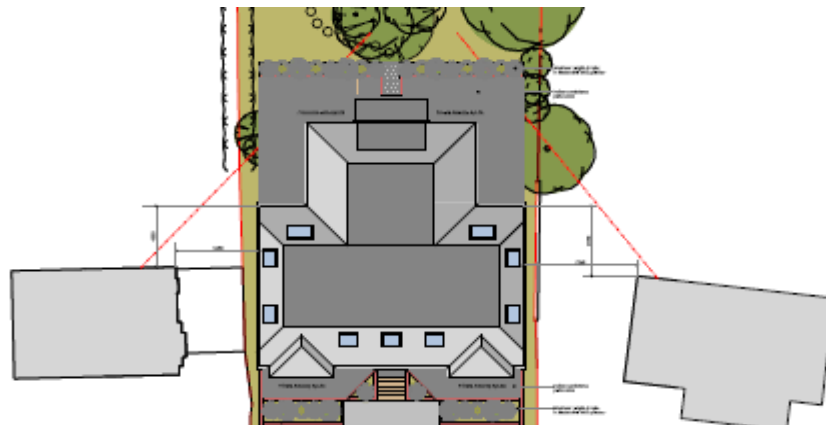


Figure 6: proposed massing showing the 45-degree line of sight at the rear

- 8.26 The windows proposed on the lower ground and ground floor side elevations will be obscurely glazed and high level to prevent any loss of privacy. At first floor level, secondary side facing windows serve living room areas and would include louvered timber panels, allowing light through but preventing any overlooking.
- 8.27 The balcony and terrace areas will be well screened or inset and would not cause any overlooking. Screening will be duly conditioned.
- 8.28 The proposed rooflights are positioned at roof level and would not be directly facing. They would provide adequate light without any direct overlooking. Any views afforded would be oblique.
- 8.29 Given the design, layout and separation between the properties, boundary treatment and provision of a suitable landscaping scheme (secured by way of a

planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

### Access and Parking

- 8.29 The site is situated less than one kilometre from both Reedham and Coulsdon Town Railway Stations, and the local high street which has multiple bus routes. The PTAL rating for the site is 3.
- 8.30 The London Plan suggests that car parking standards for a residential development in this location should provide a maximum of 1.5 parking spaces for 3 bedroom units and less than 1 parking space for 1-2 bedroom units. Therefore the proposed units would have a maximum standard of less than 1 parking space. It is important to note that these are maximum levels and policies seek to reduce car parking levels – thereby reducing private car trips and encouraging more sustainable modes of travel (including walking, cycling and use of public transport. A reduction in the proportionate availability of car parking spaces associated with the current proposals is considered acceptable.
- 8.31 A parking survey has been undertaken in order to assess the existing parking stress in the area of the proposal. The survey results show an existing spare capacity and a parking stress of approximately 30.9% in the vicinity.
- 8.32 The scheme provides 6 off-street parking spaces located at the front of the site, Close which would equate to a 0.66 parking spaces per unit. This is considered adequate, taking into account the PTAL, London Plan maximum parking levels and the existing low parking stress in the area.
- 8.33 The parking layout would have a suitable gradient of 1:12 and would ensure vehicles can access and exit in forward gear and would not compromise highway safety. Details of visibility splays, sight lines and retaining walls will be conditioned.

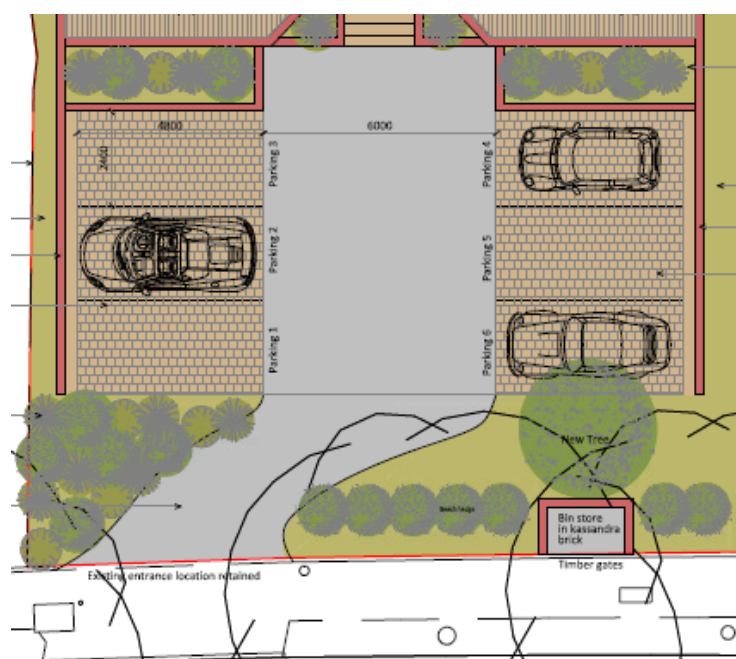


Figure 7: layout of car parking area



- 8.34 Given that there is existing hardstanding on the frontage used for parking the scheme would not be out of keeping with the surrounding location and large amount of soft landscaping is proposed to soften the car parking area and replace existing shrubbery.
- 8.35 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition.
- 8.36 The capacity of the cycle storage facilities would comply with the London Plan (which would require 16 spaces) would be provided within the envelope of the main building, at lower ground floor level.
- 8.37 The bin store would be located at street level, and would be built into the side of the berm landscaping, with timber gates. A condition will be applied to ensure that adequate provision is made.



Figure 8: Side elevation showing parking area levels

- 8.38 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

### **Environment, Flooding and sustainability**

- 8.39 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.
- 8.40 The site is noted to be in a Critical Drainage Area at risk of flooding once in every 1000 years from surface water. The applicants have submitted a Flood Risk Assessment (FRA). To mitigate any residual risk of flooding, the FRA indicates that a suitably sized soakway would collect any surface water. In addition, the applicant has proposed permeable materials and soft landscaping. These measures would again be conditioned accordingly.
- 8.41 Given the areas of hardstanding to be utilised as parking areas, permeable paving system is proposed. This has been duly conditioned.

## **Trees and landscaping**

- 8.42 There are no trees on site subject to a tree preservation order. The existing site has an existing tree (Horse Chestnut) at the frontage which will be removed to facilitate the development. This tree has significant cavities and limited life expectancy. The tree will be suitably replaced. Given that this tree is not protected, its proximity to the existing dwelling and its low quality and amenity value, officers have no objection to the loss of this tree.
- 8.43 There is a street tree at the front of the property. The applicant has submitted an Arboriculture Report and Impact Assessment Measures have been proposed to ensure the siting of the proposed development and the construction will not harm the street tree. This will be suitably conditioned.
- 8.44 Young trees and shrubs at the rear of the site will also be removed to facilitate the development; however replacement planting will be provided as shown.
- 8.45 The property has a front boundary wall which will be lowered to facilitate the development, and mature planting and shrubs are proposed.
- 8.46 The existing garage and associated hardstanding will be removed at the front and replaced with soft landscaping. The existing hedge (Cherry Laurel) on the eastern boundary will be pruned back and retained. The proposal would not impact on the street trees to the front of the property.
- 8.47 Retaining walls will be required on the site boundaries due to the change in levels, which blend in with the surrounding landscaping. Details of these walls will be secured by condition.
- 8.48 The single retaining wall at the building facade has been replaced with a low wall with integral planters between the amenity space & the parking. In any case, a detailed landscaping scheme will be conditioned.

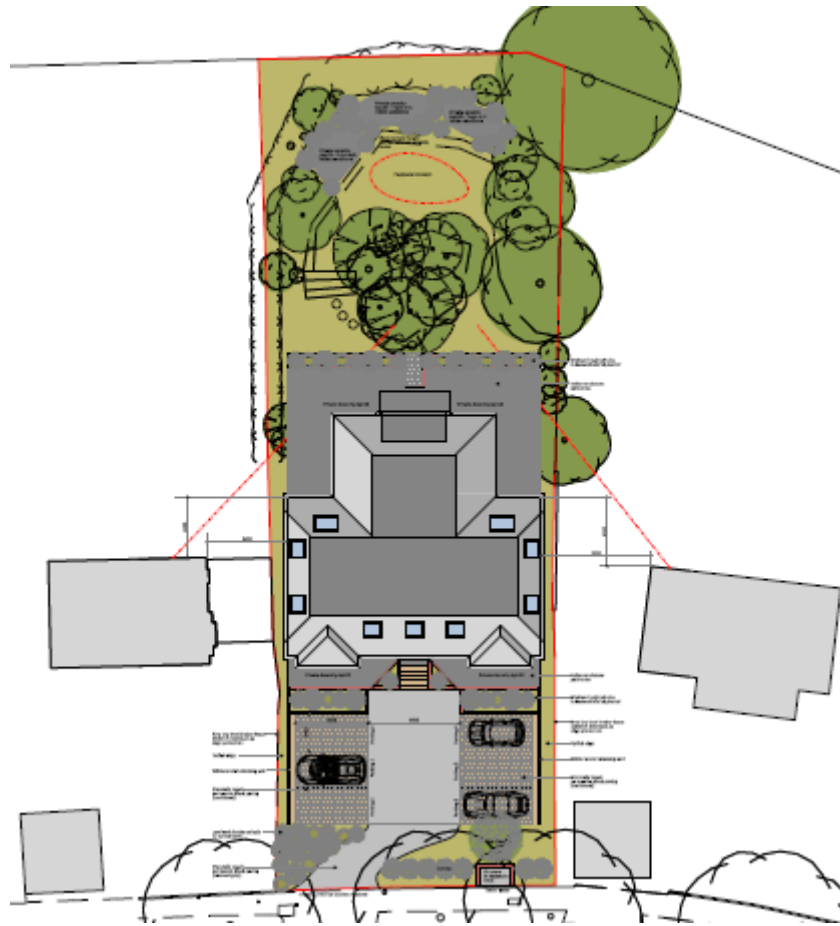


Figure 9: Proposed development and Landscaping Scheme

8.49 With regard to additional wildlife concerns, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

### Conclusions

8.50 The principle of development is considered acceptable within this area. The proposal would result in the redevelopment of an existing site to provide a high quality homes. The development would be in keeping with the character of the area, and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.

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

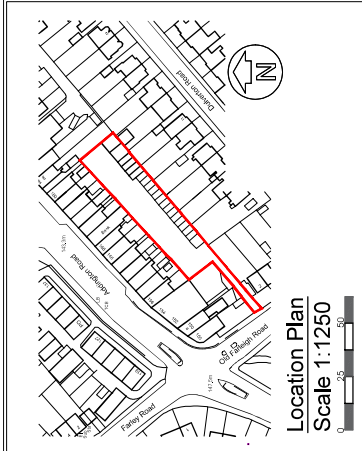
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REVISIONS	
REV	DATE

STATUS	
PLANNING	

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Client	Jenny Strawmann
Project	R/O 156-180 Addington Road Croydon CR2 8LB
Title	Location Plan Existing Block Plan
Drawn by	KK
Scale	as noted @ A1
Checked by	
Date	April 2023
CAD Ref:	6699
Dwg No:	6699-PL01



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**PART 6: Planning Applications for Decision**

**Item 6.2**

**1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/04516/FUL  
 Location: Vehicle Repair Workshop and Premises Garages Rear Of 156 To 180 Addington Road, CR2 8LB  
 Ward: Selsdon Vale and Forestdale  
 Description: Demolition of the existing garages and erection of 8 two-storey terraced houses and 1no. live-work unit (mixed use (A1, A2, B1 or D1) and C3), together with cycle storage, amenity space, a refuse/recycling store and car parking.  
 Drawing No's: 6699-PL01, 6699-PL02, 6699-PL03, C10903B, C10904B, Environmental Statement, Contaminated Land Report, Noise Impact Assessment, Flood Risk Assessment and Design and Access Statement.  
 Applicant: Mr & Mrs Strawmann  
 Agent: Mr Ron Terry  
 Case Officer: Henrietta Ansah

	studio	1 bed	2 bed	3 bed	4 bed
House	0	0	8	0	0
Live/Work Unit	0	1	0	0	0

Number of car parking spaces	Number of cycle parking spaces
9	18

1.1 This application is reported to Committee because ward councillor (Cllr Andy Stranack) made representations in accordance with the Committee Consideration Criteria and requested committee consideration. Representations beyond the Committee Consideration Criteria were received (a petition of 23 signatures against the proposal; and 28 in support).

**2 RECOMMENDATION**

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

**Conditions**

- 1) Development to be carried out in accordance with the approved drawings except where specified by conditions.
- 2) An intrusive site investigation into Soil Contamination should be submitted prior to commencement.
- 3) Noise mitigation details required prior to commencement of above ground works.
- 4) Soft and hard landscaping, boundary treatments and details of the proposed planting mix (including proposed replacement tree specimens and sizes) provided prior to the occupation.
- 5) All external materials to be submitted for approval prior to above ground works.
- 6) Waste Management Strategy to be submitted for approval prior to first occupation.
- 7) Parking Management Strategy to be submitted for approval prior to first occupation to include car club bay (unless otherwise agreed) and electric vehicle charging points.
- 8) Flooding mitigation measures to be submitted.
- 9) No Windows to be installed in the south-eastern elevation other than as shown.
- 10) Construction Logistics Plan shall be submitted and approved prior to the commencement of development.
- 11) Removal of Permitted Development rights for the building.
- 12) The live-work unit shall be occupied as such and not solely as a residential unit within use class C3
- 13) 19% reduction in carbon emissions.
- 14) Water usage restricted to 110 litres per person per day.
- 15) Commencement of development within three years of consent being granted.
- 16) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) Contaminants in soil
- 2) Community Infrastructure Levy
- 3) Party Wall Act
- 4) Code of Practice for Construction Sites
- 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The proposal comprises the following:
  - 8 x two-storey mews houses each with:
    - Provision of 2 bedrooms
    - Amenity space provided to the rear.



- Balcony to the front

1 x Live/work unit:

- Commercial floor space at ground floor level (for open A1-retail, A2-professional services, B1-business or D1 non-residential institution)
- 1 bedroom residential unit at first floor
- Independent ground floor access for both units

Both elements of the scheme comprehensively provide:

- Provision of refuse and recycling store;
- Provision of cycle storage;
- Provision of hard and soft landscaping
- 9 parking spaces including 1 disabled parking space



## Site and Surroundings

- 3.3 The site is rectangular in shape and is located on the south-eastern side of Addington Road, south of the junction with Old Farleigh Road. The site comprises a garage court and workshop to the rear of 156– 180 Addington Road.

- 3.4 There are currently 2 businesses on site (Mower Mate and Selsdon Garage Services) and 12 lock up garages which are used for personal storage purposes.
- 3.5 The site provides access to the rear service yard for the commercial and residential units at 156-180 Addington Road; some of them solely for pedestrian access, some both pedestrian and vehicular access.
- 3.6 To the north-west of the site are terraced properties with ground floor retail units which fall part of Selsdon District Centre, A Secondary Retail Frontage and Primary Shopping Area. To the south-east of the site are two-storey residential houses on Dulverton Road. A mobile phone mast is located on part of the site and its removal would be made necessary by this proposal.
- 3.7 The site has a PTAL rating of 2, in accordance with maps produced by TfL. The site lies within a Critical Drainage Area as identified by the Croydon Flood Maps.

### **Planning History**

The relevant planning history for the site is as follows:

- 3.8 A lawful development certificate for an existing use was granted on the 23 Apr 2014, application reference 14/00647/LE at Garages Rear Of 156 To 180, Addington Road, South Croydon, CR2 8LB. The existing use related to the use of the part of the site for repair and servicing of garden machinery and storage.
- 3.9 Planning permission was granted on the 19 June 2014 application reference 14/00648/P, at Garages 13 and 14 and Forecourts Rear Of 168-172, Addington Road, South Croydon, CR2 8LB for the use of garages as a tyre replacement workshop (Class B2) and five parking spaces for ancillary purposes. This consent was not implemented.

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

- The principle of the loss of the garages is acceptable
- The scale and layout of proposed built form is considered to be appropriate for the site, and the contemporary design and appearance of the building would be in keeping with the surrounding character of the area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and meet the National Described Space Standards.
- The highway impact is considered acceptable.
- The refuse and cycle storage is considered acceptable.
- Flood risk is suitably mitigated.
- Sustainability can be appropriately managed through condition.

## 5 CONSULTATION RESPONSE

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

## 6 LOCAL REPRESENTATION

6.1 The application has been publicised by way of neighbourhood notification letters. The number of representations received from neighbours and local groups in response to notification and publicity of the application is as follows:

No of individual responses:	31	Objecting:16	Supporting: 15
No of petitions:	2	Objecting: 23	Supporting: 28

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

Summary of objections	Response
<i>Residential Amenity Considerations</i>	
<ul style="list-style-type: none"> <li>Impact on residential amenity of adjoining occupiers – loss of privacy and light, noise and disturbance.</li> <li>Increase in crime</li> </ul>	<p>In view of the separation distances afforded, urban grain of the locality and design of the properties, officers are satisfied that the scheme would not lead to an acceptable loss of amenity to the adjoining occupiers.</p> <p>The development would provide more natural surveillance to the site.</p>
<i>Access and Parking</i>	
<ul style="list-style-type: none"> <li>Traffic congestion/Impact on highway safety</li> <li>Inadequate parking provision</li> </ul>	<p>Whilst the site has a moderate PTAL level (PTAL 2) the site is located less than 1 minute from a bus stop. 1 parking space has been provided per unit which would be acceptable.</p>
<i>Design and Scale of Development/Overdevelopment of the site</i>	

<ul style="list-style-type: none"> <li>• Character of the area and design</li> <li>• Industrial Location</li> <li>• Overdevelopment</li> <li>• Bulky</li> <li>• Increase crime</li> </ul>	<p>The design, scale and massing of the development provides a transition between the surrounding commercial and residential properties, and would be in keeping with the character of the area.</p>
<i>Environmental Considerations</i>	
<ul style="list-style-type: none"> <li>• Noise, dust, contamination and disturbance from construction works</li> <li>• Flood risk</li> <li>• Waste</li> </ul>	<p>This will be controlled and managed through a construction management plan and pre-commencement conditions to ensure there is adequate mitigation for noise and soil contamination.</p> <p>The site lies within an area of surface water flooding and the applicant has put forward mitigation measures.</p> <p>Sufficient waste storage has been provided, in any case this can be controlled by condition.</p>
<ul style="list-style-type: none"> <li>• Trees</li> </ul>	<p>The proposed development would not have any impact on any protected trees.</p>
<i>Non Material Planning Objections</i>	
<ul style="list-style-type: none"> <li>• Damage during construction</li> <li>• Weakening of boundary wall</li> <li>• Rights of Access</li> </ul>	<p>These are civil matters, however an informative has been added notifying the applicant of the Party Wall Act.</p>

<b>Summary of supporting representations</b>	<b>Response</b>
--	-----------------

<i>Residential Amenity Considerations</i>	
<ul style="list-style-type: none"> <li>• Reduction in crime and anti-social behaviour</li> </ul>	The development would provide increased natural surveillance to the site, through the provision of residential occupants. In addition, the design of the development includes defensible space, front facing fenestration, landscaping, and an active frontage for the live/work unit.
<i>Principle of Development</i>	
<ul style="list-style-type: none"> <li>• Addresses housing crisis</li> </ul>	The development would contribute to the provision of much needed housing providing 8 two-bedroom houses and a live/work unit which would include 1 one bedroom unit.
<i>Environmental Considerations</i>	
<ul style="list-style-type: none"> <li>• Reduction in the chemicals used</li> <li>• Environmentally friendly</li> </ul>	<p>This will be controlled and managed through pre-commencement conditions to ensure there is adequate mitigation for noise and potentially existing soil contamination.</p> <p>The development will include landscaping to reduce surface water run-off and increase biodiversity on the site.</p>

6.5 Cllr Andy Stranack [objecting] has referred the development to Planning Committee and objects on the following grounds:

- Visual amenity (but not loss of private view)
- Adequacy of parking/loading/turning
- Highway safety
- Traffic generation

## **7 RELEVANT PLANNING POLICIES AND GUIDANCE**

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

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

- Requiring good design.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

7.3 The NPPF also states that planning policies should assist in providing healthy communities, through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.

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

### Consolidated London Plan 2015 (LP):

- 3.5 on Quality and design of housing developments
- 4.1 London's Economy
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

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

- SP2: Homes
- SP3: Employment
- SP4: Urban Design and Local Character
- SP5: Community Facilities
- SP6: Environment and Climate Change

- SP7: Green Grid
  - SP8: Transport and Communication
  - DM1 on Housing choice for sustainable communities
  - DM10 on Design and character
  - DM13 on Refuse and recycling
  - DM16 on Promoting healthy communities
  - DM19 on Promoting and protecting healthy communities
  - DM23 on Development and construction
  - DM24 on Land Contamination
  - DM25 on Sustainable Drainage Systems and Flood Risk
  - DM26 on Metropolitan Green Belt and Metropolitan Open Land
  - DM27 Biodiversity
  - DM28 on Trees
  - DM29 on Promoting sustainable travel and reducing congestion
  - DM30 on Car and cycle parking in new development
- Technical Housing Standards – Nationally Described Space Standards

## **8 MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by the application that the committee must consider are:

- Principle of development
- Townscape and visual impact
- Housing quality for future occupiers
- Residential amenity for neighbours
- Transport
- Sustainability
- Flood Risk
- Landscaping
- Refuse and Cycle Stores
- All Other Matters

### **Principle of development**

8.2 The site is designated within the Local Plan as a 'scattered employment site' and classified as a 'tier 4 site', which seeks to protect industrial and warehousing activities. Thus permitted uses on this site include Class B1 (excluding B1a offices) and employment generating uses. Employment generating sui-generis uses must provide employment which comparable in terms of activities and job numbers. Planning permission for limited residential use (Class C3) can be granted in certain circumstances.

8.3 Two business, operate in the site. 'Motor Mate' (mower/agricultural repair workshop – Sui-Generis) has traded for 25 years and is a sole trader, although 90% of the work is undertaken remotely on agricultural machinery; therefore the premises is mainly used for the storage of parts. Furthermore, the business operation has been on decline due to similar services being available online. The second business is owned by the applicant, Selsdon Garage Services (motor repair workshop-B2) who has been trading for 16 years as a sole trader, and is reliant on family and friends for trade. The unit is dilapidated in terms of its structure and has no toilet facilities. The applicant has also stated that he has mobility issues which require medical intervention. The 12 lock-up garages have been used for storage for 10 or more years and have no commercial element. The lock-up garages are used for personal storage and some are rented out for storage purposes as they are not suitable to house a car.

8.4 As such, only the two garages used for operating a business are considered to be protected. The floor area of the two units, measure 40 square metres each, totalling 80 square metres of commercial floor space. As set out above, the premises generate a minimal amount of employment and operate from not purpose built premises which are in a poor state of repair and do not provide modern facilities. The site is not a purpose built employment facility. As such it has not been considered necessary to conduct a marketing exercise given the low level nature of the use. Consideration has been given to whether the existing premises could be operated more intensively, which could then give rise to a need for re-provision. The floor area of these units has been compared to employment densities set out in the Homes and Communities Agency Employment Densities Guide (2015), which shows that only a maximum of 1-2 employees would be likely to be generated by this amount of floorspace, which is the current situation:

Extract from Employment Density Matrix

Use Class	Density (Sqm) (employees per square metre)
B1(c) Light Industrial	47
B2 Industrial & Manufacturing	36
B8 Storage & distribution	70

8.5 As such, and taking into consideration the pressing need for homes, it is considered appropriate to allow a residential-led redevelopment of the site. In order to allow an element of employment floor space a live-work unit is proposed, which would provide employment for at least one person and so is would result in an equivalent level of employment as the site does currently. It would provide 32 square metres of commercial floor space, with an ancillary kitchenette and WC on the ground floor. The unit would be located adjacent to an existing pedestrian



access to the High Street which forms part of main retail shopping parade. The applicant seeks the open usage of the ground floor element which could comprise A1/A2/B2 or D1 uses, aligning with the uses on the high street and to give this the maximum flexibility to attract an occupier.

- 8.6 Evidence has been provided to demonstrate that only a small portion of the site is in employment use; and an employment generating use would be re-provided on the site by way of a live-work unit providing commercial floor space. This unit would provide similar number of employees and thus and would be comparable in terms of job numbers.
- 8.7 Although the nature of activities would not be provided, it is considered that a flexible approach can be taken on the basis that the proposal provides suitable justification due to the diminishing trade for the existing uses. However as an employment generating use is to be provided, evidence of a marketing campaign is not required. Furthermore, Paragraph 81 of the NPPF urges planning authorities *to be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.*
- 8.8 The proposed residential units are all 2bedroom, 3person units which does not provide for 30% of the units to be family units (of 2bedroom 4person units or 3bedroom units). Whilst family accommodation could be accommodated on site, in terms of the internal dimensions of units, it is unlikely that sufficiently larger private amenity space could easily be accommodated due to the width of the site and the need for an access route and parking. As such, on balance it is considered appropriate that no family accommodation is provided on this site.
- 8.9 The proposed commercial space would complement the surrounding uses. Furthermore, given the mixed use character of the surrounding area with a large element of residential uses, the principle of the redevelopment for a residential properties can be supported. On the whole the redevelopment of the site into eight residential units and one live-work unit makes for better utilisation of this previously developed land than the current situation, within an established residential and commercial area.

### **Townscape and visual impact**

- 8.10 Policy DM10.1 requires residential development proposals to be of high quality, whilst seeking to achieve a minimum height of 3 storeys and respect the character of the area. Policy DM10 also states that developments should be subservient where in the grounds of an existing building. The proposed development would provide 2 storeys. A 3 storey development may affect the amenities of the adjoining occupiers to the rear of the site in Dulverton Road. The properties would be two-storeys high at the front, measuring 7.9 metres high extending down to a single storey height at the rear, measuring 3.6 metres high. The transition in height is

enabled by way of a cat slide roof feature to the rear. The proposed design minimises the proposals impact upon the adjoining occupiers (which is discussed further below), as well as providing natural surveillance over the existing yard. The scale of the development is considered to be an appropriate transition from the commercial to the residential buildings and appropriate as the development does not have a frontage to a street and is near to the rear boundary of the site.

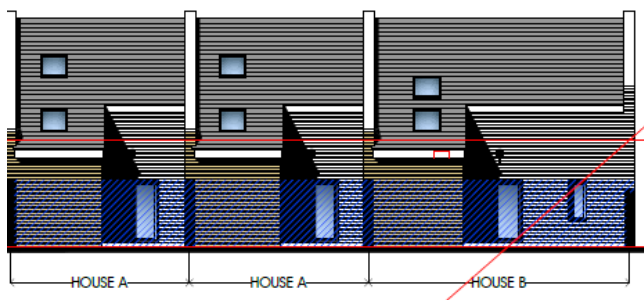
- 8.11 Aesthetically, there is no objection to the demolition of the existing garage structures which do not enhance the appearance of the area; and a move towards a contemporary 'Mews Style' development is acceptable. The live/work unit would be similar in appearance to the residential units, however the width would be increased to 8.75 metres wide and the ground floor would provide a shop front. This would provide an active frontage to the unit and necessary differentiation whilst respecting the form, scale and design of the adjacent proposed units.
- 8.12 The front elevation of the units includes a projecting internal staircase which provides visual interest to the scheme and would create a focal point in the front elevation. Light is provide by a vertical strip window which would break up this element. The feature also ties in with the commercial character of the area to the north-west, whilst respecting the predominant two-storey residential houses to the south-east. A landscape buffer is provided to the front of the units, with a footpath leading to the shared surface area. This buffer/front garden area provides necessary defensible space for future occupiers.
- 8.13 The material comprise yellow brick work, with grey slate roof tiles, grey Upvc framed windows and iron railings/balustrades. It is acknowledged that these materials are not common within the surrounding area, however, it is considered that the proposed material palate would ensure the development responds to the surrounding locality coherently.
- 8.14 The development pattern and layout and siting would respect the varied urban gran within the immediate and wider locality. Although it is observed that the depth of the proposed rear garden would be smaller than the rear gardens to the south-east of the site; however this would not appear evident within the streetscene and would be indicative of Mews Style developments.

Typical front elevation (with live-work unit)



Typical rear elevation

Typical side elevation



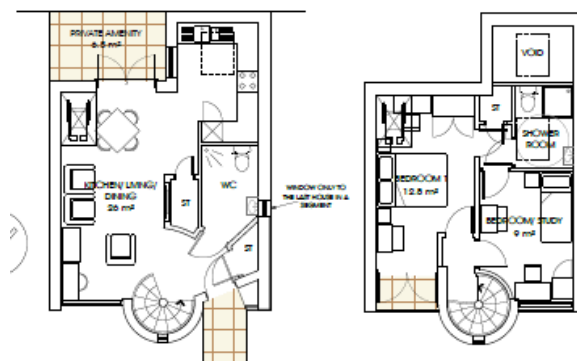
- 8.15 The overall scale, height and massing is considered appropriate in respect of the above policies and is considered to be in keeping with the character and appearance of the surrounding area.

**Housing quality for future occupiers**

- 8.16 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards, for a 2 bedroom, 3 persons dwelling over 2 floors providing circa 70 square metres of Gross Internal Floor Area. The residential element of the live work unit meets the GIA required for a 1 bedroom 2 persons unit of 50 square metres. The properties would be dual aspect, by virtue of the ground floor rear element and would have adequate outlook. In terms of layout the proposed units have responded carefully to their context. All units are dual aspect at ground floor and the glazing to the front, north-west elevation is large to maximise the amount of light received.

Typical internal floor layout of residential house

### HOUSE A

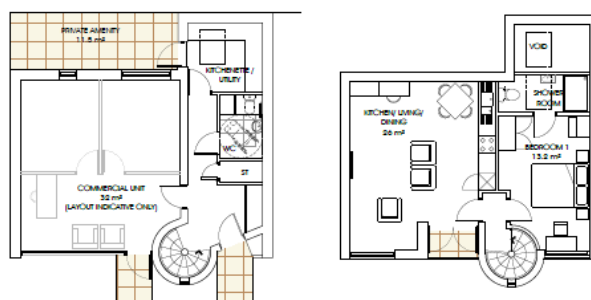


Ground Floor Plan

First Floor Plan

Internal layout of Live/work unit.

### HOUSE B - LIVE / WORK UNIT



Ground Floor Plan

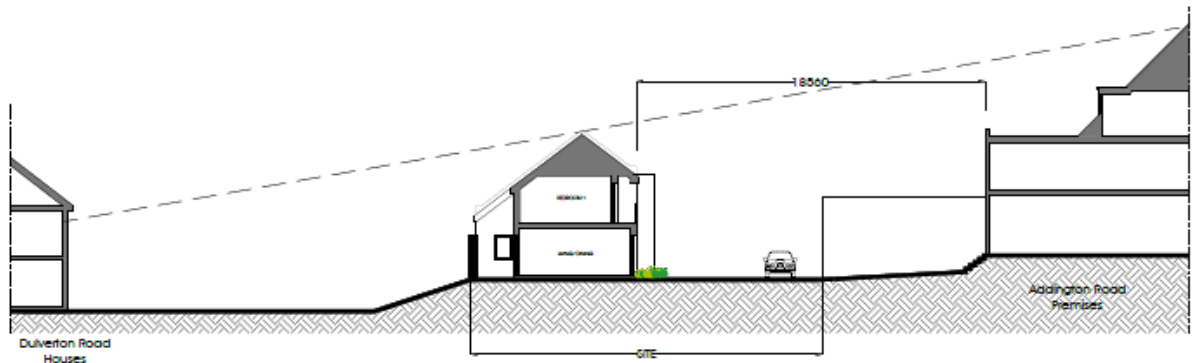
First Floor Plan

- 8.17 The London Housing Supplementary Planning Guidance (SPG) sets out that a minimum of 5 square metres of external amenity space be provided for a 1-2 person dwelling, with 1 additional square metres for every additional occupant. It is considered that the proposed two bedroom houses would be capable of providing accommodation for approximately 3 persons, therefore in this regard the development would be expected to provide 6/7 square metres of private amenity space. The proposed amenity provision of 6.5 metres within a rear patio area and an additional front facing balcony at first floor providing 1.5 square metres of additional amenity would provide sufficient amenity provision for future occupiers. It is observed that the front balcony would be approximately 950mm in depth x 1.65 metres in width, which would be less than the standard requirement of 1.5 metres in depth. However, minimum amenity space requirement has already been met through the provision of the ground floor rear patio areas, therefore the 'recessed' balconies are appropriate as an additional means of private amenity and to provide an increased amenity to future occupiers.

- 8.18 There is no requirement to provide play space, as the site would yield less than 10 houses. A small area has been marked by the applicant for playspace; a condition is recommended to secure this through the landscaping scheme.
- 8.19 Due to previous and existing uses on the site, there is potential for contamination on the site. A contamination report has been submitted demonstrating a moderate risk of potentially significant contamination on site, therefore further details will be conditioned, to be submitted prior to the commencement of the development.
- 8.20 A noise survey has been undertaken given the location of the site adjacent to commercial uses and given the need for an element of employment use to be retained. Notwithstanding the fact that existing residential uses are sited above and adjacent to existing commercial uses, which is a key characteristic of the immediate locality; the noise report has highlighted necessary measures to provide a suitable residential environment for future occupiers, on the northern elevation of the site. These measure include double glazing, particular types of brickwork and masonry and acoustic ventilators. A condition will be imposed to ensure sound insulation details are submitted and approved prior to the commencement of the development.

#### **Residential amenity for neighbours**

- 8.21 The site is bound to the south-east by the rear gardens of residential houses in Dulverton Road. To the north-west of the site, beyond the existing yard are 2-3 storey commercial properties at ground floor level with residential uses above.
- 8.22 The separation distances prevent any overlooking or visual intrusion. Although 21 metres separation is provided, given that the application site is elevated 1.7 metres higher than the properties in Dulverton Road, no windows are positioned in the proposed rear elevations. In addition, the design of the roof profile at the rear appears reduces any received bulk and would prevent any loss of outlook or visual intrusion from residential properties on Dulverton Road. The front elevation of the proposed building would be generally 16m from the main rear elevation of properties on the Addington Road. Taking into account this reasonable separation, the proposals design and the existing relationships seen throughout the densely built-up locality, overall it is considered that the development would not be visually dominant or overbearing to these adjoining occupiers.
- 8.23 It is considered that the proposed separation distances afforded and siting of fenestration would be adequate to avoid any loss of amenity, in terms of a loss of outlook, visual intrusion, overlooking, loss of daylight or loss of sunlight. Overall, the development is considered to be in accordance with the relevant policies and would not result in unacceptable harm to the residential amenities of the surrounding occupiers.



## Transport

- 8.24 The site has a PTAL rating of 2 which indicates low accessibility to public transport however the site is located less than a minute away from a bus stop. The London Plan Policy 6.13 sets out maximum parking standards for new residential development, with 2 bedroom units required to have a maximum of up to 1.5 spaces per unit. Based on the unit type the proposed residential houses could demand a maximum of 12 parking spaces.
- 8.25 The live/work unit would provide a 1 bedroom unit on the first floor and the maximum parking standards for such a unit is less than 1 parking space. The London Plan suggests that commercial developments should provide 1 space per 500 m2 of commercial floor space. Therefore the proposed live/work unit would have a maximum standard of less than 1 parking space. However, it is important to note that these policies seek to reduce car parking levels – thereby reducing private car trips and encouraging more sustainable modes of travel (including walking, cycling and use of public transport. A reduction in the proportionate availability of car parking spaces associated with the current proposals is considered acceptable.
- 8.26 The applicant has provided 7 dedicated spaces and 2 shared parking spaces (9 in total). The highway would comprise a shared colour coded surface, made of permeable materials. This translates as 1 parking space per unit which is considered appropriate for the site.
- 8.27 The garages have been used for storage purposes historically to date. They are sub-standard in size for a modern day vehicle and the loss of the garages would not lead to the overspill of parking, on the basis that they have not been used for parking a car.
- 8.28 The applicant owns the site and the owners and occupiers of the flats and shops at 156-180 only have right of way onto the site, to park their cars within their own site. The applicant has demonstrated that 7 (out of 13) properties have vehicular access to the rear of their site via the applicant's site. Clearance has been provided for these permitted accesses. The remaining 6 properties only have pedestrian access through the site to the rear of their properties in Addington Road. A dedicated loading bay for

commercial units is located on Addington Road in close proximity to the application site.

- 8.29 It is acknowledged that the existing access is relatively narrow, albeit, given the low number of expected trips expected to be generated by the proposed scheme would be 1-2 trips during peak hours; and the swept path analysis submitted demonstrating that the vehicles can enter and exit the site in a forward gear. Currently refuse and emergency vehicles reverse in to the site and this would continue to be the case. A large vehicle could track around the bend in the access road but to minimise disturbance it is proposed that a management company is required to bring bins to a presentation point at the end of the straight access so that refuse can be picked up in a less obtrusive fashion. A condition is recommended to secure this.
- 8.30 A condition is recommended to secure electric vehicle parking spaces and to ensure that one of the shared spaces can be a car club space, unless no operator can be found.
- 8.31 The level of parking is considered to be appropriate and the amount of additional vehicle movements is not considered likely to impact on the safe or efficient operation of the highway network in the local area. The highways and transportation considerations of the development are considered to be acceptable.

### **Sustainability**

- 8.32 A condition is attached requiring the applicant to achieve a 19% reduction in CO2 emissions while ensuring that water consumption does not exceed 110L per head per day.

### **Flood Risk**

- 8.33 The site is noted to be in a Critical Drainage Area at risk of flooding from surface water. The applicant has proposed permeable materials and soft landscaping which are considered appropriate to mitigate the potential flood risk on site. These measures would again be conditioned accordingly.

### **Trees & Landscaping**

- 8.34 It has been raised in the objections that the demolition of the garages would result in the loss of trees. No trees on the site are protected by a Tree Preservation Order or in a Conservation Area. Some trees beyond the application site could be affected, where in the rear garden of neighbouring properties. None of these have been considered worthy of protection. Nevertheless, a landscaping scheme would be duly conditioned to ensure that the landscaping provisions are adequate.
- 8.35 Currently the site is entirely hard surfaced. The scheme proposes to incorporate soft landscaping to create a buffer between the road and the properties; and private gardens patio areas.

### **Refuse and Cycle Storage**

- 8.36 Refuse storage would be within the centre of the site. At present refuse vehicles enter the site to collect commercial waste, thus it is considered the refuse store would be within the 25 metre required drag distance. However given the nature of the site, and required permissions, a waste management approach will be secured by condition.
- 8.37 18 cycle parking spaces would be provided in the proposed cycle store adjacent to the proposed disabled parking space, and would be accessible via a landscaped path area, the number of which would accord with the London Plan.

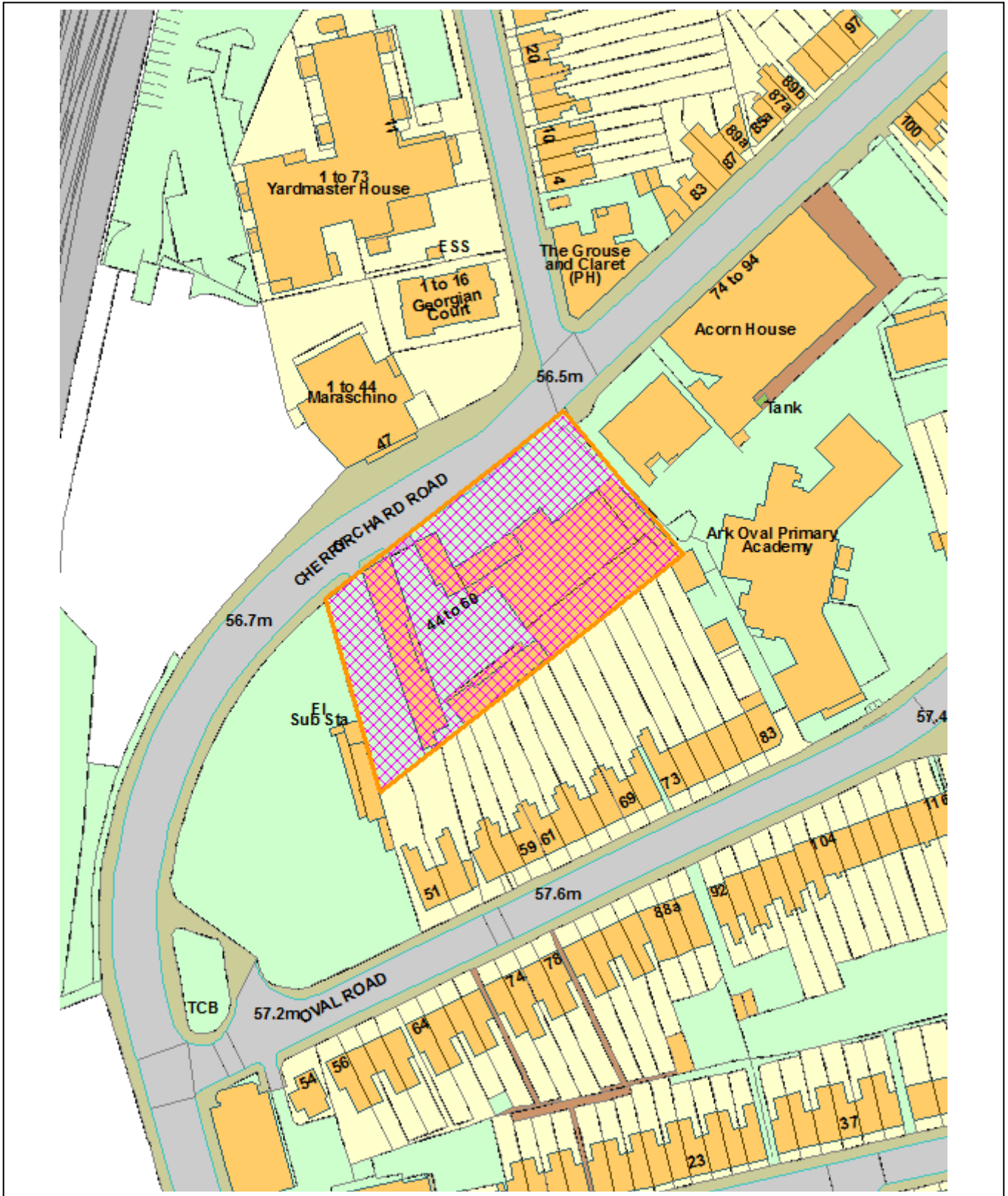
#### **All Other Matters**

- 8.38 Should the applicant be granted planning permission, the applicant will be expected to adhere to the Council code of construction in regards to working practices and hours of work. It is considered in this case, conditioning a constructions logistics plan would not be necessary or reasonable and is therefore not recommended to be added as such.

#### **Conclusions**

- 8.39 The proposal would result in the redevelopment of an existing site to provide a high quality homes; whilst re-providing an employment generating use on the site. The development would be in keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. The details relating to the landscaping, cycle and bin storage can be secured by condition.
- 8.40 All other relevant policies and considerations, including equalities, have been taken into account.





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**PART 6: Planning Applications for Decision**

**Item 6.3**

**1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/03320/FUL  
 Locations: 40-60, 42 & 42A Cherry Orchard Road, Croydon, CR0 6BA  
 Ward: Addiscombe West  
 Descriptions: Demolition of the existing buildings, erection of a 7 to 9 storey building to provide 120 residential units and associated amenity space, hard and soft landscaping, boundary treatment, refuse storage, cycle parking and car parking with associated vehicle accesses.  
 Drawing Nos: 1622-P-001 Rev A, 1622-P-010 Rev E, 1622-P-011 Rev C, 1622-P-100 Rev F, 1622-P-101 Rev F, 1622-P-102 Rev C, 1622-P-103 Rev C, 1622-P-104 Rev C, 1622-P-105 Rev C, 1622-P-106 Rev C, 1622-P-107 Rev C, 1622-P-108 Rev C, 1622-P-109 Rev C, 1622-P-200, 1622-P-201, 1622-P-202, 1622-P-203, 1622-P-205 Rev C, 1622-P-206, 1622-P-207, 1622-P-208, 1622-P-210 and 1622-P-250 Rev E  
 Applicant: CN Ops Ltd and AEM Developments Ltd  
 Agent: Boyer Planning  
 Case Officer: Mr White

	<b>Studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>5 bed</b>
<b>Market Flats</b>	6	25	45 (2b3p = 28 / 2b4p = 17)	8	0
<b>Affordable Rented</b>	0	2	5 (2b3p = 4 / 2b4p = 1)	3	1
<b>Shared ownership</b>	1	11	10 (2b3p = 6 / 2b4p = 4)	3	0
<b>Totals</b>	7	38	60 (2b3p = 38 / 2b4p = 22)	14	1

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
4 (blue badge)	Long stay 195 / Short stay 4

1.1 This application is being reported to Planning Committee because the Ward Councillors (Cllr Sean Fitzsimons and Cllr Jeremy Fitzpatrick) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

**2 RECOMMENDATION**

2.1 That the Planning Committee resolve to GRANT planning permission subject to:

- A. The prior completion of a legal agreement to secure the following planning obligations:
  - a) Affordable Housing delivery (London Living Rent and London Affordable Rent products)
  - b) Public Realm – Secure widened and resurfaced footpath to front. Accessed allowed over the part of the footpath on applicants land. Applicant to maintain

footpath and proposed trees on their land. Alleyway adjacent to site - finished to adoptable and suitable standards, to be maintained by applicant (or successors), provide suitable lighting, remain open to the general public at all times unless previously agreed with the Council and Council allowed to maintain existing openings and create new pedestrian access points along the school boundary without consent (provided the Council considers these do not have an undue impact on the residential units that would create a situation significantly worse than the existing position).

- c) Enter into relevant Highway agreements
- d) Two off site Car Club spaces (including 3 years free membership and contribution towards EVCP, any relevant TMO and signing and lining)
- e) Restriction of Parking Permits
- f) Local Employment and Training Strategy
- g) Local Employment and Training Contributions – Construction £66885
- h) Air Quality Contributions - £12000
- i) Investigate connection to District Energy Scheme if prior to implementation the Council commences the process to establish a District Energy Scheme
- j) Carbon Off-set Contributions - £133,380
- k) Relevant monitoring fees.
- l) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport

2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

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

### **Conditions**

- 1) Submission of details of external facing materials, key junctions, balconies/terraces, roof, ventilation system and rainwater goods.
- 2) Landscaping
- 3) Play space details
- 4) Public Art
- 5) Obscure glazing
- 6) Accessible/adaptable and wheelchair user dwellings
- 7) Retention of accesses / pedestrian visibility splays / car parking/refuse storage/communal areas.
- 8) Closing existing accesses
- 9) Carbon emission reduction
- 10) District Heating (future connectivity)
- 11) Water consumption limit
- 12) Compliance with the measures identified in the air report.
- 13) Compliance with the measures identified in the noise report.
- 14) Machinery noise restricted.
- 15) Lighting
- 16) Surface urban drainage system
- 17) Ecology
- 18) Travel Plan
- 19) Cycle parking
- 20) Details of Electric Vehicle Charging points

- 21) Delivery and Servicing Plan, including waste management by a private company.
- 22) Construction Environmental Management Plan
- 23) Construction Logistics Plan.
- 24) Contamination
- 25) In accordance with drawings
- 26) Commencement time limit
- 27) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

### **Informatives**

- 1) CIL
  - 2) Site notice removal
  - 3) Subject to Section 106 agreement
  - 4) Croydon code of Construction
  - 5) Information from Thames Water
  - 6) Any other informative(s) considered necessary by the Director of Planning
- 2.4 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.
- 2.5 That, if by 28 May 2019 the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

## **3 BACKGROUND**

- 3.1 The development was presented to Planning Committee at pre-application stage on 22 March 2018. The main issues raised at this meeting were as follows:
- Developers encouraged to add additional stories to the proposals and removal of basement so long as higher percentage of affordable delivered.
  - The affordable housing offer should be at least 30% (up from 19% as presented).
  - Design of the façade could be more bold and innovative. Possible inclusion of reference to use of stain glass used locally.
  - There was a discussion around materials and the desire to move beyond the 'Croydon vernacular'
  - Balcony screening should be occupier friendly.
  - Parking provision should be kept to a minimum. Explore use of shared parking space (e.g. as landscaping/footpath).
  - Remove passive parking provision.
  - Explore duplex to ground floor units.
  - Useful to have more views from Oval Road to understand impact.

## **4 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 4.1 This is a full planning application for;
- Demolition of buildings on site
  - Erection of one 7/9 storey building with basement comprising 120 flats

- The building would have two distinct blocks (with their own cores) with a linking central element.
- The existing vehicular access would be closed and a new one created to the west of the site.
- 4 blue badge parking spaces.
- 10% wheelchair user dwelling.
- Outdoor amenity areas to the rear.
- Upgrade of adjacent footpaths



### Site and Surroundings

- 4.2 The site measures 0.3 hectares (approximately 66m in length and 40m deep) and is currently occupied by a food packaging and distribution depot. Single storey 10m high industrial warehouse buildings occupy the majority of the site with an open concrete courtyard accessed from the main road, otherwise the buildings are hard up to the boundaries. The site is generally level and sits just beyond a bend in Cherry Orchard Road. Along the adjacent area of Cherry Orchard Road there are two vehicle crossovers, a single yellow line and a bus stop.
- 4.3 To the rear are terraced houses, to the east a school and to the south-east a site with an extant consent for residential development. There is a public footpath to the east of the site which connects Oval Road with Cherry Orchard Road.



- 4.4 As well as the designations set out above, Cherry Orchard Road is a London Distributor Road, the site is within a CPZ and is at an elevated risk of surface water flooding.

## 4.5 Designations

- Croydon Opportunity Area (but outside of the CMC)
- Area of High Density
- Cherry Orchard Road which is a London Distributor Road.
- Site allocation (no.50) – Residential development (with an indication of 50-80 units on the site)

## Planning History

4.6 The following planning decision is relevant to the application:

01/00473/P On 2 October 2006, outline planning permission was granted for the demolition of the existing buildings and erection of 2 five/six-storey buildings comprising 22 one-bedroom and 33 two-bedroom flats; formation of vehicular access and provision of 23 parking spaces in the basement level. Siting of the buildings and means of access to the site were determined as part of the outline application.

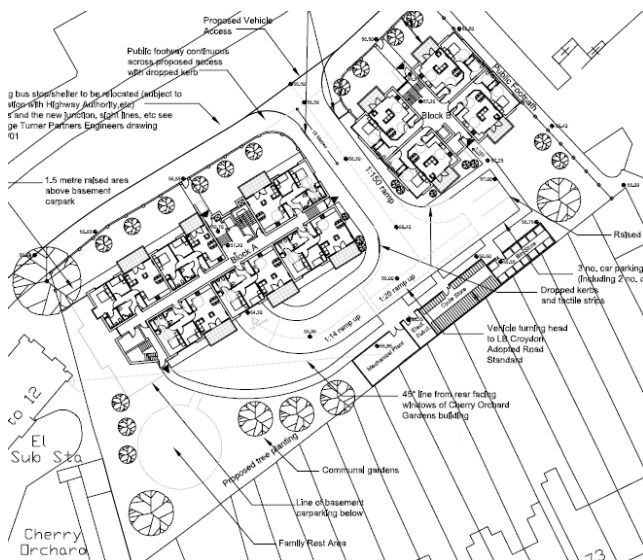
### Outline Consent Granted October 2006

09/02757/RES reserved matters application, for application 01/00473/P, relating to the scale, appearance and landscaping.

### Granted. April 2010. Not Implemented.

NB. This permission secured - 18 affordable housing units. These dwellings comprised the 18 one and two bedroom units in the eastern block.

The elevations/layout drawings of this application are shown below.



## Neighbouring Sites

### Morello

13/04410/P Demolition of existing buildings; redevelopment to provide a mixed use development of 4 new buildings comprising offices (Class B1a) hotel and serviced apartments (Class C1), 424 flats and 225 habitable rooms of residential accommodation, retail (Classes A1-A4) and community facilities (Class D1). Provision of network rail service building, public realm Highway works, formation of vehicular accesses and new car and cycle parking. (without compliance with condition 31 - to allow amendments to approved ground floor and basement access - attached to planning permission 11/00981/P).

**Permission Granted July 2014. Implemented.**

17/05046/FUL Erection of two 25 storey towers (plus plant) and a single building ranging from 5 to 9 storeys (plus plant) to provide a total of 445 residential units, with flexible commercial, retail and community floorspace (A1/A2/A3/A4/B1a/D1/D2) at ground and first floor level of the two towers and associated amenity, play space, hard and soft landscaping, public realm, cycle parking and car parking with associated vehicle accesses.

**Committee resolution to grant subject to S.106 legal agreement.**

### Galaxy House site

14/03092/P Erection of two buildings ranging from 9 to 19 storeys comprising 290 flats (1-3 bedroom); formation of access from Cherry Orchard Road and provision of associated parking and landscaping (without compliance with conditions 3 - details of rear elevation materials & 29 - development to be in accordance with approved drawings- attached to planning permission 13/02294/P also the provision of additional 7 flats).

**Permission Granted July 2014. Implemented.**

### Rear of 81-83 Oval Road

14/00470/P - Erection of a pair of two storey four bedroom semi-detached houses with accommodation in roof space and provision of associated parking.

**Permission refused 25 April 2014.**

The reasons for refusal were for the loss of an employment generating site, cramped and overcrowded form of back land development, detrimental to neighbouring occupiers by reason of overlooking and loss of privacy and unacceptable access arrangements.

15/04162/P - Erection of single/two storey office building.

**Permission refused 7 January 2016.**

The reason for refusal was for a cramped and overcrowded form of back land development.

### **Pre-application**

The pre-application scheme was presented to Croydon's Place Review Panel (PRP) in September 2017.

The main points are summarised as follows;



- Design is heading in the right direction and the reduction of the scale and bulk of the building from earlier iterations of the scheme is supported.
- The layout of the ground floor requires significant development. The applicant should avoid locating bedrooms and a single-aspect flats facing the street. The street-facing private gardens are also of concern.
- The visual appearance of the building should be simplified and the building be given its own unique identity distinct from the Morello development opposite e.g. more depth in the facades than the Morello development.
- There should be more fenestration in the rear elevation.
- Co-ordination is required with the designers of the emerging adjacent development.
- Refuse storage must be adequately contained.
- Northeastern elevation to the building is extended up to the boundary of the alleyway between Cherry Orchard Road and Oval Road to give the alleyway more of a defined frontage.
- The design, condition and natural surveillance of the adjoining alleyway to the development should be substantially improved.
- The neighbouring derelict southern site to the development should be included within the development which could play a key role in improving the visual appearance of the alleyway.
- The landscape design requires substantial development including a Sustainable Urban Drainage strategy.
- 50% of the parking to be 'passive provision'.
- SuDS incorporate into the landscaping
- Thin strips of soft-landscaping between the front gardens and the road require further justification - high risk that planting could attract litter and be challenging to maintain due to the development being north-facing
- Discouraging Anti-Social Behaviour by providing more overlooking within the development
- The provision of soft landscaping within the scheme that is visible from the neighbouring school will improve the visual amenity of the school which has a deficit of soft landscaping
- Bus Stop - request the advice of Croydon Highways Services and TfL Bus Division regarding the location of a bus stop very close to the proposed refuse store

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

- 5.1 There is no objection in principle to the proposal. The proposed development will bring forwards the regeneration of an allocated site and is aligned with the desire for growth within the Croydon Opportunity Area. A residential scheme is appropriate given the significant housing demand within the Borough.
- 5.2 The proposed building arrangement within the site is considered to be acceptable and result in a distinctive gateway development within this prominent location, which is supported. The layout, height and massing has been assessed and found to be satisfactory. The appearance and detailed façade treatment of the buildings is considered to be high quality, displaying an appropriate response to the surrounding characters. Good amounts of landscaping have been included across the site and there would be an upgrade to the adjoining alleyway and footpath to the front, which is supported.

- 5.3 There are some neighbouring buildings that are impacted in relation to sunlight and daylight levels, however, these impacts would not be to such an extent to cause an unacceptable degree of harm to existing occupiers. Outlook and privacy to neighbouring occupiers would be acceptable. The development would also not adversely impact on the future occupiers of the residential units already approved by the Council on the Morello II site to warrant a refusal reason.
- 5.4 The proposed housing density would be marginally above that outlined as normally acceptable in the London Plan. However, it is noted that the density matrix should not be applied with rigidity. Given the context of this site, the higher density is appropriate.
- 5.5 The proposed unit mix includes 15% 3+ bed flats exceeding the Council's aspiration within this area for 10% of units to have three or more bedrooms.
- 5.6 The proposal would provide 36 affordable units (which is 32% of units by habitable room), with 11 and 25 units of affordable rent and shared ownership respectively (37:63 AR:SO). This offer has been subject to extensive viability testing and is considered to be the maximum reasonable level of affordable housing, which still allows the scheme to be financial viable and deliverable. Evidence has been submitted justifying the tenure split. The affordable housing offer is acceptable.
- 5.7 The proposed development would meet all relevant residential space standards and the provision for private and communal amenity space and play space proposed is considered to be acceptable. Adequate levels of daylight would also be provided within the flats for future residents. There would be no unacceptable overlooking between flats within the development site. The proposal is of an inclusive design which would provide ease of access for all users.
- 5.8 With suitable conditions and obligations (which are recommended) to secure mitigation, the development is considered acceptable with regards to its environmental impacts, specifically in relation to internal noise conditions, air quality impacts, land contamination, conservation/trees and flood risk. Microclimate impacts are also acceptable future and local users.
- 5.9 The highways impacts of the development would be acceptable. Four disabled parking spaces would be provided, along with appropriate levels of long and short stay cycle parking spaces. Two car club spaces and a restriction on future occupiers applying for parking permits would be secured by legal agreement and delivery and servicing by condition. The Council's Highways advisor have raised no objection to the proposals.
- 5.10 The building would have a sustainable construction, meeting all of the relevant sustainability standards.

## **6 CONSULTATION RESPONSE**

- 6.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 6.2 The following were consulted regarding the application:
- LLFA (Statutory Consultee)**
- 6.3 No objection, subject to condition.

## Thames Water (Consultee)

- 6.4 Thames Water have not raised any objection to the proposal and have requested that should planning permission be granted informatives are added covering the following;
- Groundwater Risk Management Permits.
  - Nearby asset guidance.
  - Advice on minimum water pressure provided.

## London Fire Commission (Consultee)

- 6.5 No comments received.

## LOCAL REPRESENTATION

- 6.6 The application has been publicised by way of a site notice displayed in the vicinity of the application site, neighbour notification letters sent to 199 adjoining occupiers and the application has also been publicised in the local press. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 7      Objecting: 5    Supporting: 1      Comment: 1

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

Summary of objections	Response
<i>Principal</i>	
<ul style="list-style-type: none"> <li>• No ground floor retail</li> </ul>	The site is allocated for residential and therefore any retail would not be policy compliant. See paragraph 8.2.
<i>Townscape</i>	
<ul style="list-style-type: none"> <li>• Mass of the development is excessive / not in keeping with the area</li> </ul>	See paragraphs 8.3 – 8.8
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> <li>• Loss of light</li> <li>• Noise</li> <li>• Loss of privacy (boundary wall could be made higher instead of retained)</li> <li>• Appears to be a gated community</li> <li>• Being built up to roadside boundary with only open space behind</li> </ul>	<p>See paragraphs 8.30 – 8.32            See paragraph 8.33            See paragraph 8.26</p> <p>This scheme has not been designed as a gated community, but one that opens up to the public realm, including the adjoining alleyway. The building line would be set back from the existing arrangement allowing a good amount of hard and soft landscaping to the front. Paragraph 8.5 expands on this.</p>
<i>Environment</i>	
<ul style="list-style-type: none"> <li>• Little landscaping enhancements</li> </ul>	The space made to the front would allow for trees to be planted and a large green space to the rear is provided.

<ul style="list-style-type: none"> <li>• Pressure on local infrastructure</li> </ul>	The development will be liable for community infrastructure levy and thereby contributing to the provision of infrastructure in Croydon
<b>Summary of support</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Improve the area</li> <li>• Currently, the meat market causes persistent traffic problems</li> </ul>	
<b>Comments</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Previous building well designed and neighbours were good. Hope that the new building does not exceed height of previous building</li> <li>• Bats sighted a year or two ago</li> <li>• Japanese knotweed growing between the boundary wall and one of the buildings</li> </ul>	<p>See paragraph 8.68</p> <p>See paragraph 8.80</p>

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

- Loss of green belt view [OFFICER COMMENT: The loss of a view is not a material planning consideration. The application site is also not near the Green Belt.]

6.9 Councillor Sean Fitzsimons (Objects) has made the following representations:

- Number of affordable homes is too low: 28% affordable housing on a room basis doesn't meet either Croydon's or Mayor of London's requirements. 35% is the absolute minimum required. Croydon Council should not accept a lower than 35% threshold just because the developer overpaid for the land. On Addiscombe Road, on a similar site the developer is looking to provide 137 homes with 50% affordable units. On Addiscombe Grove near-by the overall site is claimed to be 100% affordable. (Officer Comment: The viability assessment was produced by a RICS qualified independent assessor and therefore work undertaken is subject to the institutes rules of conduct, professionalism and ethics).
- Sage Housing is not a suitable partner to provide social housing. Sage Housing is a "for profit" Registered Provider, and is owned by a US private equity firm called Blackstone. A "for profit" registered provider will provide less affordable housing or charge higher rents than a not-for profit provider, neither of which is in Croydon's or future residents' interest. 80% Affordable Rents are too high for ordinary working residents and will result in many working tenants having to claim housing benefit. If Crest Nicholson worked with other not-for profit registered providers then there was the possibility of cross-subsidy from charitable RPs from the surpluses they generate each year. (Officer Comment: The government introduced 'for-profit' RPs into the sector and has been keen to encourage them as having an equal place alongside 'not for profit' RPs and cannot be grounds for considering an RP as unsuitable partner. Moreover, it is clear from the affordable housing discussions that the developer has been in dialogue with more than just one provider.

Furthermore, the applicant has confirmed that all the shared ownership and affordable rent units will be 'London Living Rent' and 'London Affordable Rent' affordable housing products respectively. These products are supported by the mayor as 'genuinely affordable' homes.)

- Balconies: The proposed metal balustrades are as bad as glass balconies, which look great on pictures and architects plans but are not designed for the way people live. Residents like privacy and these open balconies do not provide this. Closed balconies provide both privacy and stop frequent complaint that other resident balconies look untidy. It will avoid residents constructing bamboo screens that blight so many other buildings where there are glass or balustrade balconies.
- Widening of the pavement is welcome but no thought given to providing the new wider 4 metre path as a segregated Shared Use for pedestrian and cyclists. A shared use pavement could help link the newly rebuilt NLA cycle paths around East Croydon to Cross Road, which provides a cycling contraflow route to Lower Addiscombe Road. Has the strategy transportation team been consulted over this? (Officer comment: The application has been viewed by the programme manager for walking and cycling. The only current plans are to extend the cycle route up from the junction with Addiscombe Road to the junction with Cedar Road. Cyclists can then continue with the quiet route via Lebanon Road / Leslie Park Road. This would align with the cycle network as shown within the OAPF maps and is not adjacent to the application site. In addition a shared surface could only be provided across the site's frontage, meaning cyclists having to leave the carriageway, joining a short section of shared surface (with potential pedestrian conflicts) and then re-join the carriageway. Additionally, the footpath across the site is not especially wide and the bus shelter would obstruct the free flow of pedestrian and cycle traffic, causing a bottle-neck effect. If the footpath was to be widened, this would reduce the width of the carriageway, making the overtaking of stationary buses problematic. Finally, given that there is a bus stop and a school nearby, it would not be wise to mix pedestrians and children with cyclists even if segregation was to be proposed).
- Refuse disposal for Ground Floor units on Cherry Orchard Road will be problematic. Major Visual intrusion on the street side of the building. They will have 3 wheelie bins. Better enclosure design needed. (Officer comment: Revised plans have removed the frontage bin stores. There is now sufficient capacity (to comply with recent new standards) due to a slight increase in capacity in the store to the west side of the site).
- Bin enclosure for ground floor properties at the rear: Has Croydon & Veolia agreed to collect from this point? (Officer comment: A management company will be responsible for moving the bins to the collection points indicated on the ground floor plan on collection days and this would be secured by condition within a delivery and servicing plan, the Councils Waste Management Officer has confirmed this is acceptable).

Issues that I support in the new scheme

- Overall design is good, and the height is appropriate considering the setting and the need to provide new housing.

- Car park provision; this scheme is right next to the East Croydon Station and it is correct that only absolute minimum number is provided. The provision of a good-sized communal garden hasn't been compromised as a result. Occupants should be restricted from obtaining CPZ car parking permits (Officer comment: This would be secured within the S.106).
- Provision of duplex affordable units. This design type is appropriate for this development, and something other developers should consider, as it does help provide larger family units and a more active frontage.
- Welcome the widening of the public path to the side of the building.

6.10 Councillor Jeremy Fitzpatrick (Objects) has adopted exactly the same reasons for objection as those made by Cllr Sean Fitzsimons.

## **7 RELEVANT PLANNING POLICIES AND GUIDANCE**

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2016, 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:

- Delivering a sufficient supply of homes.
- Promoting healthy and safe communities
- Promoting sustainable transport;
- Making effective use of land
- Achieving well designed places
- Meeting the challenge of climate change, flooding and coastal change

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

7.4 Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Play and informal recreation facilities
- 3.7 Large residential developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.12 Negotiating affordable housing
- 3.13 Affordable Housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction

- 5.5 Decentralised Energy Networks
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.15 Water use and supplies
- 5.21 Contaminated land
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.7 Tall and large buildings
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise
- 7.21 Trees and Woodland
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

## 7.5 Croydon Local Plan 2018

- SP1.1 Sustainable Development
- SP1.2 Place making
- SP1.3/SP1.4 Growth
- SP2.2 Quantities and locations
- SP2.3-2.6 Affordable Homes
- SP2.7 Mix of Homes by Size
- SP2.8 Quality and standards
- DM1.1 Provision of 3 or more beds
- SP4.1-4.3 Urban Design and Local Character
- SP4.4 Croydon Opportunity Area
- SP4.5/SP4.6 Tall Buildings
- SP4.7-4.10 Public Realm
- SP4.12-13 Character, Conservation and Heritage
- DM13 Refuse and recycling
- DM14 Public art
- DM15 Tall and large buildings
- DM16.1 Promoting healthy communities
- SP6.1 Environment and Climate Change
- SP6.2 Energy and CO2 Reduction
- SP6.3 Sustainable Design and Construction

- SP6.4 Flooding
- DM23 Development and construction
- DM24 Land contamination
- DM25.1 Flooding
- DM25.2 Flood resilience
- DM25.3 Sustainable drainage systems
- SP7.4 Biodiversity
- DM27 Protecting and enhancing our biodiversity
- DM28 Trees
- SP8.3-8.4 Development and Accessibility
- SP8.6 Sustainable Travel Choice – pedestrians
- SP8.12/SP8.13 Motor Vehicle Transportation
- SP8.15/16/17 Parking
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM38.1 Croydon Opportunity Area – enable development opportunities
- DM38.2 Croydon Opportunity Area – positively transform
- DM38.4 Edge Areas
- DM38.7 Site allocations (No.50)

According to paragraph 48 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. The emerging London Plan has been published for public consultation (1 December 2017 – 2 March 2018). Given the stage of preparation the policies within the emerging London Plan are given minimal weight.

#### 7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Play and Informal Recreation SPG
- Accessible London: Achieving an Inclusive Environment SPG
- Affordable Housing And Viability Supplementary Planning Guidance 2017 (August 2017)
- Croydon Opportunity Area Planning Framework (adopted by the Mayor and Croydon)
- SPD 3 – Designing for Community Safety
- SPG Note 10 – Designing for Accessibility
- SPG Note 12 – Landscape Design
- SPG Note 17 – Sustainable Surface Water Drainage
- SPG Note 18 – Sustainable Water Usage

## 8 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of development
2. Townscape
3. Density, Housing Mix and Affordable Housing
4. Impact on adjoining occupiers



5. Quality of living environment provided for future residents
6. Transport
7. The environmental performance of the proposed building
8. Environment
9. Other planning matters

### **Principle of development**

- 8.2 The site is allocated within the Croydon Local Plan 2018 for residential development, proposal site number 50, with an indication of 50-80 units on the site. Therefore the loss of an employment use and introduction of residential is acceptable in principle.

### **Townscape**

- 8.3 The Croydon Local Plan 2018 has a place specific policy DM38, Croydon Opportunity Area, which is relevant to this site. The policies seek to enable development opportunities, including public realm improvements, to be undertaken in a cohesive and coordinated manner complemented by masterplans. Policy DM38.4 (edge area) states a tall building may be acceptable where it can be demonstrated that there will be limited negative impact on sensitive locations and that the form, height, design and treatment of a building are high quality.

### **Layout**

- 8.4 Given the planning history, current building coverage and size of the plot it is clearly a site capable of accommodating a significant development. It is located within the Croydon Opportunity Area (although not within Croydon Metropolitan Centre). Furthermore the site is clearly within a zone of transition between higher density “central” developments and the suburb of Addiscombe.
- 8.5 The proposal helps to reinforce the character of the area by referencing and reflecting the Galaxy House scheme on the opposing side of the road, with two blocks and a lower linking section, but is also distinct by being of a smaller scale and suitably addressing the transitional nature of this site and the adjoining alleyway. The building line would be set back from the existing arrangement allowing a good amount of hard and soft landscaping to the front. With space for trees the layout provides for an attractive and welcoming street scene which is an improvement on the industrial sheds currently in situ. The flank elevation adjacent to the footpath linking Cherry Orchard Road and Oval Road is set back from the existing arrangement providing welcome relief, additional landscaping will also improve the environment. The scheme also seeks to open up and front onto the adjacent public footpath which would increase natural surveillance and security to this area and is supported by officers.
- 8.6 The layout leaves room for an extensive amount of shared amenity space to the rear, along with associated car parking and cycle storage areas. The scheme has also been designed so that all the main room windows of rooms close to the boundary face to the front and rear, meaning that the secondary flank windows could be obscure glazed. This would protect the potential for any future development on neighbouring land and neighbouring amenity.



### Scale, Height, Massing

- 8.7 Following pre-application dialogue the scheme has increased in height from that previously presented to members. The proposal currently has 7 floors of similar layout. At the 8th storey level the building is reduced in massing and a separation between the two sides is made, the 9th storey is reduced in area again. This undulating arrangement works to bridge the transition between two varied character areas; particularly with regards to its form and massing.
- 8.8 As identified above the site is in a key transitional zone between a low rise residential neighbourhood, and a much denser, high rise character. Since the 5/6 storey approval on the site a number of much taller and larger developments have been approved and implemented adjacent to and opposing the site. These have dramatically changed the character of the area and the current proposal works well in this context. A strong corner feature to the east also serves as a gateway and works well in the street scene.

### Appearance and connectivity

- 8.9 The principle of two tones of brick (light buff and dark grey) and a lightweight (bronze) anodised metal set back at top floor is supported and reflects the character of surrounding built form, however, further samples to ensure the quality of material would be required and secured by condition. The eastern frontage corner is also finished in an anodized metal cladding (champagne), linking in with the top floor.

8.10 The public realm will be improved, both in terms of the footpath to the front of the site and the adjoining alley adjacent to the site. Both would be effectively widened, resurfaced and soft landscaping introduced, lighting would also be introduced to the alley (located on the applicants land). The ownership of the alleyway (adjacent to the site) would be transferred to the applicant along with the responsibility for the future maintenance. The alleyway would remain open to the general public at all times unless agreed with the Council and Council would be allowed to maintain existing openings and create new pedestrian access points along the school boundary without consent (provided these do not have an undue impact on the residential units). The applicant would also be responsible for managing and maintaining the footpath to the front where it falls within the application site. All of this

would be secured within the legal agreement.

Alleyway design / Existing alleyway



### Heritage

- 8.11 The sites are not located within or adjacent to any Listed Buildings or Conservation Areas, and will not have a harmful impact on any designated heritage assets.
- 8.12 The nearest locally listed buildings are Georgian Court and Ark Oval Primary School. Given the well designed and high quality development there would be no adverse impacts on these building or their setting.

### Density, Housing Mix and Affordable Housing

#### Density

- 8.13 Policy 3.4 of the London Plan states that in taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. Based on the public transport accessibility level (PTAL 6b) and the site's central characteristics, the London Plan density matrix suggests a residential density of between 650-1100 habitable rooms per hectare and 140-405 units per hectare for the application site.
- 8.14 The residential density of the proposal would be 1086 habitable rooms per ha or 400 units per hectare, both are within the respective threshold.

Site area Hectares	Number of hab rooms	Number of habitable rooms per hectare	Number of dwelling	Number of dwellings per hectare
0.3	326	1086	120	400

8.15 Regardless of the calculations above the proposed development has been designed to deliver new homes within a building that responds to its local context, taking into account both the physical constraints of the site and its relationship with neighbouring properties and the nearby townscape. It also delivers on optimising housing on an underutilised brownfield site in a highly accessible location and therefore the density proposed is acceptable.

#### Housing mix

8.16 Croydon Local Plan 2018 policy SP2.7 sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms, but allows for setting preferred mixes on individual sites via table 4.1. Applying table 4.1 to this site (urban setting with a PTAL of 4, 5, 6a or 6b) shows a requirement of 10% 3+ bedrooms units unless there is agreement from an affordable housing provider or within the first 3 years of the plan where a viability assessment demonstrates that larger homes would not be viable, an element may be substituted by two bed roomed, four person homes.

8.17 This site is also located within the 'New Town and East Croydon' area where a minimum of 10% is sought.

Type	No./%
Studios	7 / 6 %
1 bed	38 / 32%
2 bed	60 / 50% (2b2p = 38 / 32%) (2b4p = 22 / 18%)
3 bed	14 / 11%
5 bed	1 / 1%

8.18 The scheme provides more than the minimum number of 3+ bed units and an appropriate mix of units to meet a variety of demands across the Borough.

#### Affordable Housing

##### *Affordable Housing – Regional Policy Context*

8.19 Policies 3.8 to 3.13 of the London Plan relate to affordable housing. Policy 3.11 states that the Mayor will, and boroughs and other relevant agencies and partners should,

seek to maximise affordable housing provision and ensure an average of at least 17,000 more affordable homes per year in London over the term of this Plan. In order to give impetus to a strong and diverse intermediate housing sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale. Priority should be accorded to provision of affordable family housing.

- 8.20 Policy 3.12 of the London Plan further seeks the maximum reasonable amount of affordable housing when negotiating on individual housing schemes but states that the objective is to encourage rather than restrain residential development.

#### Affordable Housing – Local Policy Context

- 8.21 Policy SP2.4 of the Croydon Local Plan 2018 seeks to negotiate to achieve up to 50% affordable housing, subject to viability. Seeks a 60:40 ratio between affordable rented homes and intermediate (including starter) homes unless there is agreement that a different tenure split is justified (a minimum of three Registered Providers should be approached before the Council will consider applying this policy). The policy also requires a minimum provision of affordable housing as set out in policy SP2.5.

- 8.22 Policy 2.5 of the Croydon Local Plan 2018 requires a minimum provision of affordable housing to be provided either:

a) Preferably as a minimum level of 30% affordable housing on the same site as the proposed development or, if 30% on site provision is not viable;

b) If the site is in the Croydon Opportunity Area or a District Centre, as a minimum level of 15% affordable housing on the same site as the proposed development plus the simultaneous delivery of the equivalent of 15% affordable housing on a donor site with a prior planning permission in addition to that site's own requirement. If the site is in the Croydon Opportunity Area, the donor site must be located within either the Croydon Opportunity Area or one of the neighbouring Places of Addiscombe, Broad Green & Selhurst, South Croydon or Waddon. If the site is in a District Centre, the donor site must be located within the same Place as the District Centre; or

c) As a minimum level of 15% affordable housing on the same site as the proposed development, plus a Review Mechanism entered into for the remaining affordable housing (up to the equivalent of 50% overall provision through a commuted sum based on a review of actual sales values and build costs of completed units) provided 30% on-site provision is not viable, construction costs are not in the upper quartile and, in the case of developments in the Croydon Opportunity Area or District Centres, there is no suitable donor site.

- 8.23 During the course of the application the applicant has submitted two financial appraisals of the development, the latter following the recent general downturn of sale values, both of these have been independently assessed. The second independent appraisal shows that the development could support 36 units – 11 affordable rented and 25 shared ownership. The affordable housing offer of 36 units amounts to 32% (by hab room) and meets the minimum percentage of affordable housing outlined in Policy 2.5 of the CLP. Officers are satisfied that it has been demonstrated that this is the maximum reasonable amount of affordable housing that can be provided.

8.24 To support the proposed tenure split 37% to 63% in favour of shared ownership the applicant has submitted supporting letters from Registered Providers to this effect. Whilst this mix leans more towards intermediate accommodation than the policy split, given the support from the Registered Providers, this is considered to meet a local housing need and represents the best mix, especially given the level of family accommodation in order to provide a good amount of affordable housing and that both tenures would be 'genuinely affordable' homes (London Living Rent and London Affordable Rent products). Furthermore, the design of the scheme, with the affordable rent on the ground floor (and first floor when part of a duplex unit) results in management arrangements which are often more preferable to registered providers. Officers are satisfied that the affordable housing offer overall is acceptable.

### **Impact on adjoining occupiers**

8.25 The Croydon Local Plan policy SP4 seeks to respect and enhance character to create sustainable communities and enhance social cohesion and well-being. It ensures that the amenity of the occupiers of adjoining buildings are protected, taking into account the context of a development, in this case being within the Opportunity Area.

8.26 The area has changed significantly in recent years with the Galaxy House site to the north constructed and the adjoining Morello site has an implemented consent. Ark Oval school has also been developed, although the closest part of the building, the kitchen/dining hall, has stayed a similar size.

### Outlook / Privacy

8.27 The houses on Oval Road are separated from the proposed building by 35m-49m from the rear elevation, which is also at least 12m from the rear boundary at its shortest distance. This is a significant distance and would not result in any undue loss of outlook or privacy. Furthermore, the large warehouse buildings that currently abut the end of the gardens would be removed allowing for an improved outlook. The drawings state that the existing rear boundary wall will be repaired and/or rebuilt to approximately the same height as existing. However, due to the unknowns (e.g. may need to be dismantled on safety grounds depending on structural stability) it is prudent to control the matter of final boundary treatment by condition.

8.28 To the east of the site is Ark Oval Primary school. With the exception of the east flank windows closest to the front of the building the remaining flank windows on this side of the building are to be obscure glazed. Given the nature of the neighbouring use and the window treatment no harmful loss of privacy/overlooking is envisaged, nor would the proposal prejudice the development potential of the neighbouring site.

8.29 Occupiers of Galaxy House are well removed, 23m minimum and separated by a road, as such no harmful overlooking or loss of privacy is envisaged.

8.30 The neighbouring Morello site has not been developed above ground yet. The recent application that has a resolution to grant permission, 17/05046/FUL, has 2 clear secondary windows and a corridor window, on 4 levels, on the flank elevation, this is separated from the common boundary by between 4 and 9m. The proposed scheme starts on the boundary but steps away from the neighbouring Morello site and the closest windows within the proposed scheme are to be obscure glazed, given this and the distances the potential future occupiers of the recent Morello permission would not suffer a harmful loss of outlook or privacy. The implemented consent, 13/04410/P, has

obscure glazed secondary windows over three floors on the flank elevation abutting the boundary. Given that these windows are obscured there would be no loss of outlook or privacy.

#### Daylight/Sunlight

- 8.31 A Daylight and Sunlight assessment has been submitted with application. This tested 22 surrounding properties (and a cumulative tested with surrounding schemes yet to be built out) and showed that all the adjacent residential premises would retain sufficient natural light to comply with BRE guidance or would suffer impacts that would not justify a reason for refusal.
- 8.32 An additional study has been conducted to test the impact on the Morello development (the larger more recent application that has a resolution to grant permission 17/05046/FUL). 41 rooms within habitable spaces that are close to and face the site have been assessed and 29 meet the BRE criteria. 6 of the remaining rooms will experience minimal change which is unlikely to be perceptible to the occupants. The remaining 5 rooms all serve living/kitchen/dining rooms and whilst the change in experience may be noticeable the impact would not be sufficient to warrant a refusal, particularly given the recent NPPF direction on having a flexible approach in applying policies or guidance relating to daylight and sunlight when schemes makes an efficient use of land, which this development would.
- 8.33 Overshadowing for the adjoining neighbouring gardens has not been conducted, however, there would be excellent sunlight amenity for the proposed communal garden (which has been tested) and given that the neighbouring gardens are further removed (and to the south) no detrimental impact is envisaged.

#### Noise and disturbance

- 8.34 The completed development would not result in any significant disturbance to adjacent occupiers, particularly given the built up nature of the surroundings. Moreover, the general noise and disturbance would be much reduced compared to the existing situation. The maximum potential for disturbance will be during construction works. The nature of works can be controlled by imposing Construction Management and Logistic Plans produced with the objective of minimising disturbance. The production and implementation of these can be secured by conditions. These can also be used to control the hours of work.
- 8.35 Overall for a development of the proposed scale the direct impact on nearby residential occupiers is limited.

#### **Quality of living environment provided for future residents**

- 8.36 Policy 3.5 of the London Plan states that new residential units should provide the highest quality internal environments for their future residents and should have minimum floor areas in accordance with the Government's technical housing standards set out in Table 3.3 and recognises that a genuine choice of homes should be provided in terms of both tenure and size. Detailed residential standards are also contained within the Mayor's London Housing SPG.
- 8.37 Policy 3.8 of the London Plan further states that 10% of new residencies within a development should be wheelchair accessible or easily adaptable for residents who are wheelchair users. Provision should also be made for affordable family housing,

wheelchair accessible housing and ensure all new housing meets parts M4 (2) and (3) of the Building Regulations.

- 8.38 Croydon Local Plan policy DM10.4 has a number of requirements in relation to providing private amenity space for new residential development. The relevant policy points seek a high quality design; a functional space, a minimum amount (5sq m per 1-2 person unit and extra 1m<sup>2</sup> per person after that), minimum of 10m<sup>2</sup> per child of new play space and encouraged adherence with SPD 3 Designing for Community Safety.
- 8.39 The London Housing SPG provides further details in relation to housing standards, including in relation to the provision of dual aspect units and private amenity space. Housing SPG standard 4.10.1 states that 5m<sup>2</sup> of private amenity space should be provided for each one bedroom unit, with a further 1m<sup>2</sup> provided for each additional occupant. Standard 4.10.3 states that the minimum length and depth of areas of private amenity space should be 1.5m and standard states that developments should avoid single aspect units which are north facing, have three or more bedrooms, or are exposed to a particularly poor external noise environment.
- 8.40 All of the proposed units would meet the National Technical Housing Standards in terms of size and all have access to good private amenity space. There are two main cores, as well as some units accessed directly from the street and through a central smaller access. The number of dwellings accessed from a single core does not exceed eight, except for 5 levels served by core A which serve 9 units. Given that Core B serves no more than 7 units on any floor this arrangement across the whole development is acceptable. Whilst there are some units that face northwards, these are limited and all are dual aspect (as are all other units in the scheme), and on this basis lighting to future occupiers is acceptable.
- 8.41 Given the layout there is some opportunity for inter overlooking to the rear, however, this would be at an acute angle and terrace screening would limit this further.
- 8.42 A high level microclimate review and more detailed wind study states that due to the height of the scheme downdraughts are likely to be minimal and the development is sufficiently sheltered from prevailing winds. On this basis the areas of the scheme would be suitable for the activities likely to occur e.g. sitting/standing in outdoor areas and using residential entrances.
- 8.43 Suitable noise insulation can be secured by condition in line with the recommendations within the noise assessment which has been viewed and supported by the Council's Environment consultant.
- 8.44 10% (12 units) would meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. The Policy and Housing SPG requirements outlined above are therefore met.

#### Private/Communal Amenity Space and Child Play Space Provision

- 8.45 Policy 3.6 of the London Plan states that housing development proposals should make a provision for play and informal recreation for children and young people. The development is required to make appropriate play provisions in accordance with a GLA formula and calculation tool, whereby 10sqm of play space should be provided per



child, with under-5 child play space provided on-site as a minimum, in accordance with the London Plan 'Shaping Neighbourhoods: Play & Informal Recreation SPG'.

- 8.46 Based on the current unit breakdown and as per the SPG, the child yield is expected to be 26 children (12 under five, 8 five to eleven and 6 twelve+) requiring 255.9sqm of play-space including 127.9 sq m of doorstep play. The development provides 360 sq m of communal space, which can comfortably accommodate the requirement.
- 8.47 The Croydon Local Plan 2018 policy DM10.4 requires more space on site space. The proposed housing mix requires a minimum play space of 246.1sq m, which all can be accommodated on site.

## **Transport**

- 8.48 The Croydon Local Plan 2018 policies within SP8 seek to promote sustainable travel choices, require new developments to contribute to the provision of electric vehicle charging infrastructure, car clubs and car sharing schemes, encourage car free development in areas of high PTAL while still providing for disabled people. Policy DM 29 seeks to promote sustainable travel and reducing congestion by promoting measures to increase the use of public transport, cycling and walking and not have a detrimental impact on highway safety or transport network. Policy DM30 seeks to promote sustainable growth in Croydon and reduce the impact of car parking new development.
- 8.49 The site is located in an area with a PTAL of 6b, which is excellent being in close proximity to East Croydon transport interchange and all the services and facilities offered by Croydon Town Centre. The site is therefore suitable for car free development with the exception of disabled parking spaces. Four disabled parking spaces are proposed, which accords with the absolute minimum standards of the draft London Plan. 20% active and 20% passive Electric Vehicle Charging Points would be secured by condition a restriction on future residents accessing car parking permits would also be secured via a legal agreement.
- 8.50 The secure cycle store satisfies the London Plan requirement in terms of numbers and can be secured by condition. Adequate visitor cycle parking (1 space per 40 flats therefore 3 spaces) is shown on a plan.
- 8.51 The proposed location of the vehicular access is acceptable in terms of provision of vehicle sight lines. In order to provide for pedestrian safety, visibility splays should be provided to either side of the vehicular access. A large (7.5t Panel Van) is able to turn around within the site and leave in a forward direction, allowing deliveries (e.g. groceries) to be made on site. Drawings show that such a van, which has a height of 2.544m, would be able to pass through the under croft at the site entrance.
- 8.52 The footway in front of the site has some features associated with the existing use that will be made redundant such as crossovers and pedestrian guard railing. There are two sections of pedestrian guard railing at the north eastern end of the site. The shorter length is not needed and shown to be removed and the longer length, closer to the alleyway and school is to remain, which is acceptable at this stage. Some road markings may also be altered. All these works, along with the new arrangement for the ownership and upgrade of the adjacent alleyway, can be secured via relevant legal agreements.

- 8.53 The Delivery and Servicing Plan (DSP) does not include details relating to the management and movement of waste that is situated beyond the distance Council contractors will access, but it otherwise acceptable. A final DSP with a strategy for the moving of refuse and recycling waste by a private company to the bin collection points which are shown to the front of the site can be secured by condition.
- 8.54 Final Demolition/Construction Logistics and Travel Plans would need to be submitted and approved prior to the start of construction, these would be secured by condition.
- 8.55 A framework travel plan for the residential has been provided and is acceptable in principle. A full travel plan would be secured as a condition. Two on street car club bay are proposed and would be secured via the legal agreement, along with associated costs, the cost of membership and monitoring of the travel plan.

### **The environmental performance of the proposed building**

- 8.56 Policies 5.2 and 5.3 of the London Plan state that development proposals should minimise carbon dioxide emissions and exhibit the highest standards of sustainable design and construction, whilst policy 5.7 states that they should provide on-site renewable energy generation. London Plan policy 5.5 states that Boroughs should seek to create decentralised energy networks, whilst Policy 5.6 requires development proposals to connect to an existing heating network as a first preference if one is available. London Plan policy 5.9 overheating seeks to reduce potential overheating and reliance on air conditioning in.
- 8.57 Croydon Local Plan 2018 policy SP6.2 expects that high density residential development would (a) incorporate site wide communal heating systems, and (b) that major development will be enabled for district energy connection unless demonstrated not to be feasible or financially viable to do so.
- 8.58 Croydon Local Plan 2018 policy SP6.3 seek high standards of sustainable design and construction from new development to assist in meeting local and national CO2 reduction targets. This will be achieved by (only relevant criterion listed in relation to performance of the building):
- b) Requiring new-build residential development of 10 units or more to achieve the London Plan requirements or National Technical Standards (2015) for energy performance, whichever the higher standard;
  - c) Requiring all new-build residential development to meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G;
  - e) Requiring new build non-residential development of 500m<sup>2</sup> and above to achieve a minimum of BREEAM Excellent standard or equivalent;
  - g) Requiring new build, conversions and change of use non-residential development of 1000m<sup>2</sup> and above to achieve a minimum of 35% CO<sub>2</sub> reduction beyond the Building Regulations Part L (2013);
  - h) Positively contribute to improving air, land, noise, and water quality by minimising pollution.
- 8.59 The buildings would be provided with a communal Combined Heat and Power (CHP) system that will provide the energy needs. In the absence of a District Heat network CHP units provide a cost effective energy supply solution and mitigate significant carbon emissions from the site. To future proof the development provision would need to be made for connections and space within the buildings to allow connection to any

future District Heating Network, should such a network come forward. The plan shows a route from the highway to the plant room and the applicant has confirmed there is sufficient space in the plant room for necessary equipment. The final means by which the buildings are enabled for future connection to a District Energy Scheme will be secured by condition. On-site renewable energy generation will be provided through the use of roof mounted photovoltaic panels that will contribute to the CO2 reductions.

- 8.60 The energy efficient measures create a total carbon dioxide savings of 36%. These savings fall short of the residential policy requirement of zero. The Council would accept a cash in lieu payment to be secured through a S106 legal agreement and the applicant has accepted this.
- 8.61 In addition to the high energy efficiency and fabric performance, the dwellings will also have a water consumption limit of 110 litres/person/day using water efficiency fittings and secured by condition.

## **Environment**

### Surface Water, Drainage and Flooding

- 8.62 London Plan Policy 5.3 states that development proposals should demonstrate that sustainable design standards are integral to the proposal and that major developments meet the minimum standards within the Mayor's SPG. This aims to achieve a variety of measures including minimising urban runoff and avoid impacts from natural hazards (including flooding). Policy 5.12 states that development proposals must meet flood risk assessment and management requirements. London Plan Policy 5.13 states that development should utilise SUDS, aiming to achieve greenfield run off rates and that surface water run-off is managed as close to its source as possible, in line with a drainage hierarchy.
- 8.63 The London Plan Sustainable Design and Construction Supplementary Planning Guidance (2014) supports that developers will be expected to clearly demonstrate how all opportunities to minimise final site runoff, as close to greenfield rate as practical, have been taken. The minimum expectation for development proposals is to achieve at least 50% attenuation of the site's (prior to re-development) surface water runoff at peak times.
- 8.64 Croydon Local Plan policy SP6.4 seeks to reduce flood risk, protect groundwater and aquifers and minimise all forms of flooding. Policy DM25.1 seeks to reduce flood risk and minimises the impact of flooding. Policy DM25.3 requires sustainable drainage systems in all development.
- 8.65 As the application relates to a major application a Flood Risk Assessment and Surface water Management Plan is required under Local Plan policy SP6.4 and London Plan Policy 5.12 and 5.13. FRA and a SuDS strategy have been submitted with the application and reviewed by the Lead Local Flood Authority. The Lead Local Flood Authority have considered the information and found it to be acceptable subject to the inclusion of pre-commencement conditions which require the submission of detailed drainage information. Thames Water (suggest informatives) have also not objected to the scheme.

### Nature Conservation and Trees

- 8.66 London Plan Policy 7.19 states that development proposals should, where possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity. London Plan Policy 7.21 states that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.
- 8.67 Croydon Local Plan policy SP7.4 states that the Council will seek to enhance biodiversity across the borough. Policy DM27 seeks to enhance biodiversity across the borough and improve access to nature. Policy DM28 states that the Council will seek to protect and enhance the borough's woodlands, trees and hedgerows by: a) Ensuring that all development proposals accord with the recommendations of BS5837 2012 (Trees in relation to design, demolition and construction) or equivalent; b) Not permitting development that results in the avoidable loss or the excessive pruning of preserved trees or retained trees where they make a contribution to the character of the area; c) Not permitting development that could result in the future avoidable loss or excessive pruning of preserved trees or trees that make a contribution to the character of the area; and d) Not permitting development resulting in the avoidable loss or deterioration of irreplaceable habitats, including ancient woodland, hedgerows and veteran trees; and e) Producing a tree strategy outlining how the local authority will manage its tree stock and influence the management of those trees subject to a Tree Preservation Order.
- 8.68 There are no trees on site, although there are three on neighbouring land. One of these trees is to the front and its removal has already been consented as part of planning reference 17/05046/FUL. There are no tree related objections to the scheme and the proposed landscaping is of a good quality and appropriate. The final planting details can be secured by condition.
- 8.69 Third party comments have stated that bats were sighted a year or two ago. An ecological survey has been produced which confirms that there is no evidence of roosting bats but that two potential roosting bat features were recorded on the buildings. The survey concludes that it is unlikely that bats are utilising the suitable roosting features and bat surveys are not deemed necessary. Nonetheless, as roosting bats cannot be ruled out completely, a precautionary destructive search methodology under the supervision of a licensed bat worker is recommended. In addition the site also has potential to support nesting birds within the roof void of the tiled roof building and the trees that over-hang into the site and therefore precautionary clearance measures are recommended. These measures can be secured by way of condition.

#### Air pollution, noise and vibration

- 8.70 London Plan Policy 7.14 (B) states that developments should; a. minimise increased exposure to existing poor air quality and seek to contribute to addressing local air quality problems; b. promote sustainable design and construction; c. be at least air quality neutral and not lead to further deterioration of existing poor air quality; d. ensure where provision needs to be made to reduce emissions from a development, this is usually made on site; e. where development requires an air quality assessment and biomass boilers are included the assessment should forecast pollutant concentrations. There should be no adverse air quality impacts. The whole of Croydon Borough has been designated as an Air Quality Management Area – AQMA.

- 8.71 London Plan SPG - The control of dust and emissions during construction and demolition 2014 is also relevant.
- 8.72 Croydon Local Plan 2018 policy SP6.3 criterion e) requires development to positively contribute to improving air, land, noise and water quality by minimising pollution. Policy DM23 seeks to promote high standards of development and construction throughout the borough by (relevant criterion highlighted only): a) Ensuring that future development, that may be liable to cause or be affected by pollution through air, noise, dust, or vibration, will not be detrimental to the health, safety and amenity of users of the site or surrounding land; b) Ensuring that developments are air quality neutral and do not lead to further deterioration of existing poor air quality; c) Ensuring mitigation measures are put in place.
- 8.73 The Councils Environment Consultant has raised no objection to this aspect of the proposals, but does suggest that the mitigation measures identified within the air quality report should be secured by condition. Mitigation measures relate to the construction period of the development and primarily to control dust. During operation mitigation in the form of mechanical ventilation is proposed for units at ground floor along Cherry Orchard Road façade. The development is within an Air Quality management Area and therefore a contribution is required towards local initiatives and projects in the air quality action plan which will improve air quality targets helping to improve air quality concentrations for existing and proposed sensitive receptors.
- 8.74 As a large scale development, the construction phase would involve large scale operations and is likely to be elongated, there is the potential for adverse environmental effects, including noise. A construction environment management plan has been which the Councils Environment Consultant finds acceptable and has recommended that compliance with the measures identified in this report be secured by condition. Given the characteristics of the current development the proposed residential development is likely to improve upon the existing situation when completed.

#### Microclimate

- 8.75 London Plan Policy 7.7, D, a, states that tall buildings shall not affect their surroundings adversely referring in part in terms of micro climate and wind turbulence.
- 8.76 Croydon Local Plan policy SP4.6 states that tall buildings will be required to minimise their environmental impacts.
- 8.77 A high level review and study of wind conditions in and around the proposed development has been conducted. This concludes that wind conditions in and around the proposed development are suitable, in terms of pedestrian comfort and safety, for use by the general public.

#### Ground Conditions and Contamination

- 8.78 London Plan Policy 5.21 states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination.
- 8.79 Croydon Local Plan 2018 SP6.3 criterion h) requires development to positively contribute to improving air, land, noise and water quality by minimising pollution.

8.80 Policies DM24.1-DM24.3 relate to land contamination and development proposals located on or near potentially contaminated sites. Such sites need to be subjected to assessments and any issues of contamination discovered should be addressed appropriately e.g. through conditions.

8.81 A desktop study has been carried out, however, given the existing use and third party comments regarding Japanese Knotweed, an intrusive site investigation into contamination will be required prior to commencement, which can be secured by condition.

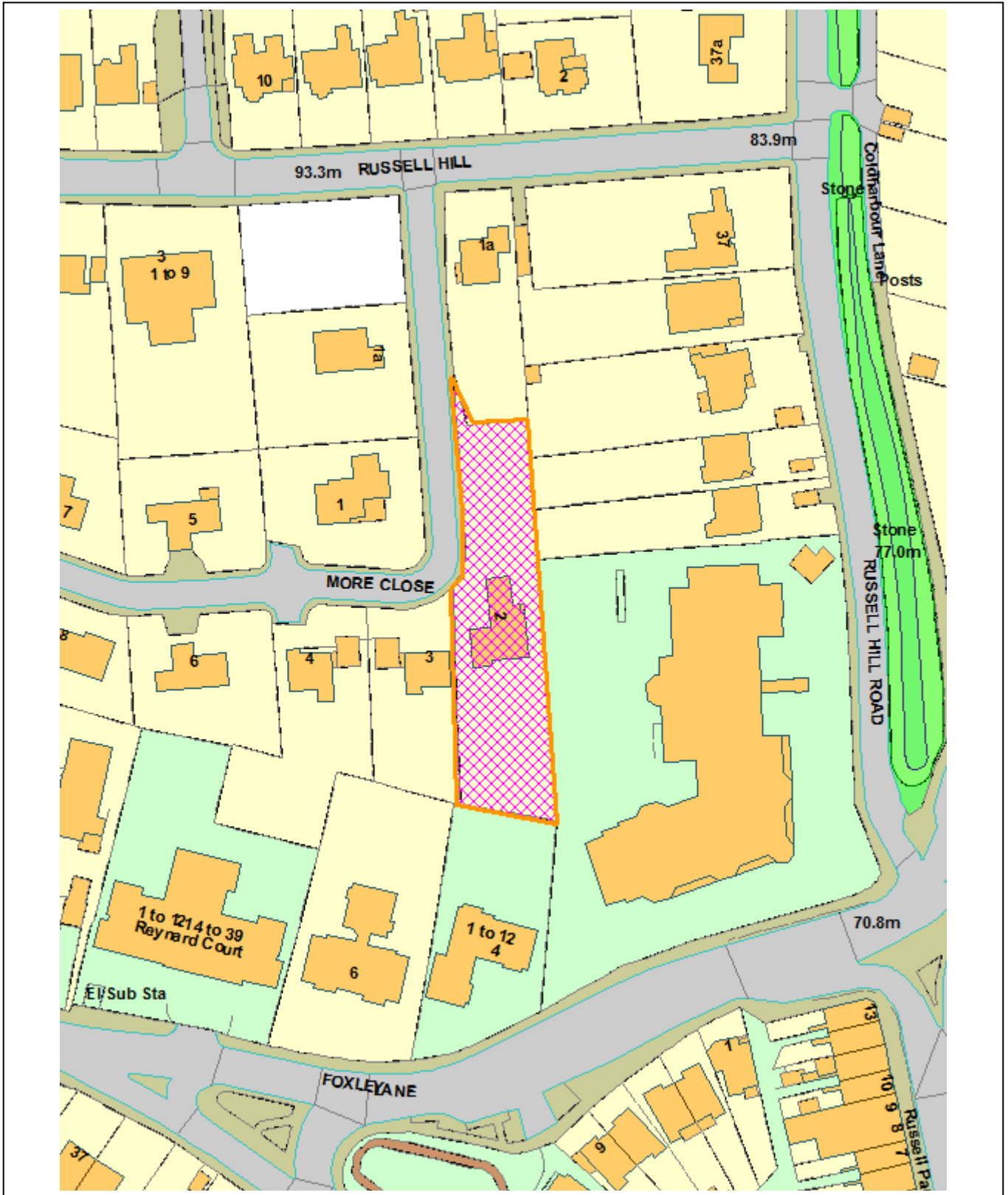
### **Other Planning Issues**

#### Employment and training

8.82 Croydon Local Plan policy SP3.14 and the Planning policy including the adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy – Review 2017 sets out the Councils' approach to delivering local employment for development proposal. The applicant has agreed to a contribution and an employment and skills strategy.

### **Conclusions**

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



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**PART 6: Planning Applications for Decision**

**Item 6.4**

**1 APPLICATION DETAILS**

Ref: 18/03342/FUL  
 Location: 2 More Close, Purley, CR8 2JN  
 Ward: Purley and Woodcote  
 Description: Demolition of existing property. Erection of three/four storey building comprising 9 flats (2 x three bedroom, 5 x two bedroom and 2 x 1 bedroom flats) including balconies with new access, parking area, refuse and cycle storage  
 Drawing Nos: 1453-PL1110 C, 1453-PL1111 C, 1453-PL1112 C, 1453-PL1113 C, 1453-PL1210 B, 1453-PL1211 C, 1453-PL1212 C, 1453-PL1213 C, 1453-PL1214 C, 1453-PL1310 C, 1453-PL1311 C, 1453-PL1312 A  
 Agent: Mr Andrew Telling, Accord Architecture  
 Case Officer: Ms Louise Tucker, Senior Planning Officer

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>Total</b>
<b>Private sale</b>	2	5	2	9

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
6	18

1.1 This application is being reported to Committee because the Ward Councillor (Badsha Quadir) made representations in accordance with the Committee Consideration Criteria and requested committee consideration. The Chair of Planning Committee (Paul Scott) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

**2 RECOMMENDATION**

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

**Conditions**

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) Details of external facing materials to be submitted and approved (including physical samples) and maintenance strategy for the materials
- 3) No windows other than as shown and those shown as obscurely glazed (Obscured on plans) shall be provided as such and retained

- 4) Updated landscaping scheme including size, species, density of planting with planting timescale, hard landscaping, schedule and maintenance strategy to be submitted and approved
- 5) Submission of the following to be approved: Finished floor levels, boundary treatments, refuse and cycle store, EVCP (including spec and passive provision), balcony screens, amenity space arrangements
- 6) To be provided as specified prior to occupation: Parking spaces and turning area, access, visibility splays
- 7) Submission of Construction Logistics Plan/Method Statement
- 8) In accordance with submitted arboricultural survey and constraints plan including tree protection measures
- 9) Reinstating raised kerb and closure of existing crossover at cost to applicant
- 10) Submission of a surface water drainage strategy including detailed design of soakaway
- 11) Sustainable development – 19% carbon dioxide reduction
- 12) The development must achieve 110 litres water per head per day
- 13) In accordance with the submitted FRA
- 14) Commence within 3 years of the date of the permission
- 15) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

### **Informatives**

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

## **3 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 3.1 The applicant seeks full planning permission for:
  - Demolition of the existing dwellinghouse and garage
  - Erection of a three/four storey building (including lower ground floor level to the rear where the land level slopes down)
  - 9 flats proposed within the building comprising 2 x three bedroom, 5 x two bedroom and 2 x 1 bedroom flats
  - Closure of existing vehicular access and creation of new vehicular access to parking area with 6 parking spaces
  - Provision of refuse storage, cycle storage, amenity space and landscaping
- 3.2 Amended plans were received during the course of the application. These included changes to the access and parking area, unit mix, design and form of the building, internal layouts and the addition of balconies.

## Site and Surroundings

- 3.3 The site lies on the south-eastern corner of More Close in Purley, and is currently occupied by a two storey detached dwelling with front attached garage. There is an existing vehicular access and driveway. Land levels fall steeply towards the rear of the site, from north to south.
- 3.4 The surrounding area is largely residential, with a varied character comprising mainly detached properties but also a number of flatted developments and care homes. There is a Tree Preservation Order (TPO) covering several trees on the site. Part of the site lies within a surface water flood risk area and a critical drainage area. The site falls within a Tier 2 Archaeological Priority Area.

## Planning History

- 3.5 This plot has no relevant planning history. However the following applications are of relevance:

**18/05423/FUL** Erection of a detached three bedroom house facing More Close (in rear garden of 1a Russell Hill)

Permission granted, not implemented.

18/06093/FUL Erection of a 3/4 storey building of nine flats with associated works (3 More Close)

Under consideration, no decision made.

## 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There are no protected land use designations on the site and therefore the principle of development is acceptable.
- The proposal would make optimal use of the site given the constraints, and would contribute positively to borough-wide housing targets, delivering 8 additional units.
- The scale and layout of proposed built form is considered to be appropriate, and the design is considered to be acceptable in the context and works with the topography.
- The relationship and separation distances with the adjoining properties on More Close and Russell Hill are sufficient to ensure no undue harm to the residential amenities of these neighbouring properties.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- The number of parking spaces proposed is considered to be suitable given the PTAL rating and location of the site.
- Access and turning arrangements for vehicles would not impact on the safety or efficiency of the public highway.
- Following amendments the prominent preserved trees would be retained on site with suitable protection measures imposed. A full landscaping scheme is to be secured by condition.

- There would do no harm to the designated Archaeological Priority Area
- Other matters including flooding and sustainability can be appropriately managed through condition.

## 5 CONSULTATION RESPONSE

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

## 6 LOCAL REPRESENTATION

6.1 The application has been publicised by way of 36 letters which were sent to adjoining occupiers of the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 15      Objecting: 15

No of petitions received: 0

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

Summary of objections	Response
Material issues	
Impact on residential amenity of adjoining occupiers – noise and disturbance, overlooking, size and height	Refer to paragraphs 8.8-8.10 of this report.
Density too high	Refer to paragraphs 8.4 of this report
Impact on trees	Refer to paragraphs 8.6 and 8.26 of this report
Loss of garden space	Refer to paragraph 8.12 of this report. There is a substantial remaining garden space both to the front and rear, given the generous size of the plot.
Flats out of character with the area	Refer to paragraph 8.5 of this report
Impact on infrastructure and local amenities in the area	Refer to paragraph 8.25 of this report
Loss of a family home	Refer to paragraph 8.2 of this report
Too many flats in the area	Refer to paragraph 8.5 of this report
Traffic congestion/impact on highway safety and inadequate/unsafe access	Refer to paragraphs 8.14-8.19 of this report
Inadequate parking provision	Refer to paragraphs 8.14-8.19 of this report
Construction noise/disturbance/dust	Refer to paragraph xxx of this report. An informative is recommended to draw the applicant's attention to the Council's Code

	of Conduct for Construction Sites, which we expect them to abide by.
Character of the area – size, overdevelopment, depth, scale, massing	Refer to paragraphs 8.4-8.6 of this report
Not enough family accommodation	Refer to paragraph 8.3 of this report
Loss of wildlife	The site is not designated as, nor is close to, a Site of Nature Conservation Importance or a Local Nature Reserve. The property benefits from a large garden which is well maintained and mostly laid to lawn, so the risk to protected species or habitats is considered to be low. An informative is recommended to draw the applicant's attention to Natural England standing advice, should any protected species be discovered on site.
Inaccuracies in the Design and Access Statement	This is noted by officers. The Design and Access Statement is not an approved document and the decision is made based on the submitted plans.
Non-material issues	
Flats will affect the community and its safety	The basis of this comment is unknown and in any case is not a material planning consideration in this context. The residential use is appropriate in this residential area with other flatted developments appropriate, with a mix of units proposed including those which could be occupied by families.
More Close should only have detached homes occupied by families	The basis of this comment is unknown and in any case is not a material planning consideration in this context.
A more comprehensive development for all properties in More Close should be considered, rather than piecemeal development	A decision must be made on this application currently before the Council.

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

- Loss of family house and erection of flats out of keeping with character of the area
- Huge amounts of massing in the area
- Insufficient parking will mean vast amounts of overcrowding in terms of cars which will affect the small and compact Moore Close

6.4 Councillor Quadir made the following further comments in response to the amended plans received:

- The planning application states there are 2 and 3 bedroom flats. However, these have somehow increased to 3 and 4 bedroom flats without being amended in the application itself. The over development is clear to see from the developers. [OFFICER COMMENT: No 4-bedroom flats are proposed]
- Further impact on the highway from reduction in parking to six spaces.
- Increased overlooking and loss of privacy from additional windows.

6.5 Councillor Paul Scott referred the application to Planning Committee, making the following representations:

- Potential to meet housing need through the provision of new homes, responding to local, regional and national housing targets
- Massing and design of the proposed building in relation to the character of the area

6.6 Purley and Woodcote Resident's Association objected to the scheme, making the following representations:

- Loss of a 5 bedroom family home
- Building would be massive and inconsistent with other properties in More Close
- Damaging to the character of the area and adversely impact the pleasant environment
- Inconsistency in the number of parking spaces in the application

## **7 RELEVANT PLANNING POLICIES AND GUIDANCE**

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

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

- Requiring good design.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

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

Consolidated London Plan 2015 (LP):

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

Croydon Local Plan 2018 (CLP 2018):

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

- 7.4 The relevant Supplementary Planning Guidance is as follows:

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

## **8 MATERIAL PLANNING CONSIDERATIONS**

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

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

### **Principle of development**

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The application is for a flatted development providing 9 high quality homes within the Borough in an established residential area. The current site comprises an unlisted 5 bedroom detached dwelling, and so there is no protection in policy terms which would prevent residential development. The development is considered to make optimal use of the site, and delivers the maximum number of units that could be accommodated in a building on site, given the site constraints including the Tree Preservation Order and land level changes. It is considered the principle of development is acceptable, subject to a consideration of the material impacts.

8.3 Policy SP2.7 of the Croydon Local Plan (2018) sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. Following amendments, the scheme would provide 2 x three bedroom family sized units. Whilst this would not equate to 30% on site, there would be a net gain of three bedroom units on site with the demolition of the existing 5 bedroom house. The scheme also incorporates 5 x two bedroom four person units which could be occupied by small families. The development is considered acceptable in this respect and provides more than 30% family accommodation.

### **Townscape and Visual Impact**

8.4 The development would involve the demolition of the existing property and the erection of a three/four storey building on the site. The building would appear as a three storey building from the streetscene, as the fourth storey would be set into the ground to work with the topography of the site. This would meet the



requirements of policy DM10 of the CLP (2018), which seeks to achieve development of a minimum height of three storeys. The building would project forward of the neighbouring property, which would reflect the existing dwelling on site but also makes the most of the space available on the plot, which is narrow but over double the depth of the rest of the plots in More Close, being located at the point where More Close makes a 90degree turn. The massing of the building is broken up with a staggered elements of differing heights and a stepped façade. The width of the building would not be visually dominant in views from the street given the relationship of the building with the street, where both the front and flank elevation would front the street. Additionally the third storey would be narrower in width, recessed and of a different material to the lower floors, having the effect of creating a lighter top storey.

- 8.5 The surrounding area is mostly made up of detached dwellings and flatted developments of varied form and design, so there is no set style to adhere to in this respect. In this context the approach to develop the site is considered acceptable. A contemporary design is proposed, with tiered elements stepping away from the boundary as the height increases. The entrance is on the side elevation fronting the street and is emphasised as a feature, with detailing in the windows and materiality on this exposed elevation to address the street, a contrasting material to the landscaping to mark the route to this door and a canopy. Materiality is contemporary and includes variations of brick and metal cladding to enhance visual interest. A condition to secure final details of these materials is recommended, to ensure these are high quality and blend well together.
- 8.6 Representations have raised concern over the intensification and overdevelopment of the site and have stated that the density of the development is too high. The site is considered to be a suburban location with a PTAL rating of 3 and as such the London Plan indicates that the appropriate density level range is 150-250 habitable rooms per hectare (hr/ha). The proposal would be within this acceptable range at 164hr/ha. Notwithstanding this, 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. The development would be within the suggested density range for the location and site area, and is considered to provide the optimal level of development for the site taking into account the constraints.
- 8.7 An application at the neighbouring site, 3 More Close has been submitted to demolish the building and erect a 3 / 4 storey building which would appear from the street with a similar massing of two storeys with a recessed third floor. Whilst that application is still under consideration, the massing of the two developments, or the proposal at 2 More Close and a building of a similar massing adjacent is not unacceptable and this proposal would not prejudice the development of the adjoining site from the perspective of the streetscene and character of the area.
- 8.7 Overall, the application site is a generous plot within an established residential area which is capable of accommodating additional units to maximise its use, within the constraints. The building sits comfortably within the plot boundaries, generally in keeping with the overall pattern and layout of development in the

area with an appropriate design approach considering the variation in the area. It is not considered the proposal would result in an overdevelopment of the site and the development would comply with policy objectives in terms of respecting local character.

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

- 8.8 The immediate neighbouring property, 3 More Close, would be in closest proximity to the development. The proposal would be deeper than the neighbouring property at the front. However the existing dwelling projects well forward of no. 3, which would be replicated in the form of the proposed building. The front projection would step away from the shared boundary with the largest depth distanced 4.5m from the boundary. There would be no projection in depth beyond the rear of no.3, retaining unrestricted light and outlook for the occupiers of this property to the rear. The forward facing first floor window of no 3 is located further away from the boundary than is usually the case, minimising the impact of the forward projection on outlook to the front. There is however a side facing window which appears to serve a bedroom. The side elevation of the proposed building is 3-5m from this window, similar to the existing building. The third storey would be set nearly 7m away from the flank wall of no.3 with the height of the building dropping down towards the rear which would reduce the impact on that window. It is also noted that there is a proposal to redevelop the neighbouring site, currently under consideration. The impact on this window is on balance considered to be acceptable. With regards to overlooking, only one first floor side facing window is proposed serving a habitable room, and it is positioned in front of the front elevation of 3 More Close and in a relationship where the angle would mean that no significant overlooking would occur. One second floor window would look on to the blank side elevation of no 3 resulting in no significant loss of privacy. The arrangement of the massing and screens mean there would be no harm caused through overlooking from balconies. The impact on this neighbouring property is considered acceptable.
- 8.9 The proposed development would be sited a significant distance away from adjoining properties in both Foxley Lane and Russell Hill Road. A large residential block lies to the east of the site on Russell Hill Road on a lower land level. The eastern flank of the proposal would be around 25m from the nearest rear facing windows of the flats and there is tree and hedge coverage along the boundary. This distance is sufficient to preserve privacy and avoid harm through loss of light or outlook.

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

- 8.10 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards. All units are dual aspect with adequate outlook. In terms of layout, each unit would benefit from an open plan living, kitchen and dining area, providing a good quality of internal space.
- 8.11 In terms of accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be

achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.

- 8.12 Level access can be achieved to the building entrance and into the three ground floor units. As such a condition is recommended to secure one of these as M4(3) and the other two as M4(2) layouts. Given the steep land level changes across the site and the resultant split level layout, it is not feasible for access to be provided through the building to the amenity space, but the proposed arrangement is considered acceptable.
- 8.13 Each unit would have access to an area of private amenity space in the form of a balcony or terrace, as well as communal gardens and playspace for all residents to the front and rear. The amendments to the parking area mean the front garden is more accessible and usable for residents. This would meet the requirements set out in policy, including in the London Housing SPG.
- 8.14 It is therefore considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

### **Parking and highways**

- 8.15 The site has a PTAL rating of 3 which indicates moderate accessibility to public transport. The site is within walking distance of Purley District Centre.
- 8.16 Current transport policy generally seeks to reduce on-site parking in areas with a good PTAL rating and encourage sustainable transport methods. London Plan standards recommend 1.5 spaces for a 3 bedroom unit, and less than 1 space for each 1 and 1 bedroom unit. 6 parking spaces are proposed for 9 flats, which would comply with these standards and is considered to be an appropriate provision given 3 of the units have 1 bedroom and each of the larger units would benefit from a parking space on site. This number of spaces also allows for the prominent preserved trees to be retained, and reduces the amount of hardstanding on the frontage allowing for more amenity space. A cycle store is proposed to the rear providing spaces for 18 bicycles, equating to 2 per flat in line with London Plan standards. Given the level changes, this is not located in the most accessible position and a condition is recommended to secure details of a more accessible location in the shared front garden, at street level, in a manner which would not impact upon high value trees.
- 8.17 The existing access point would be closed (with the raised kerb to be reinstated at cost to the applicant) and a new crossover installed to the north of the site. This would be sited a substantial distance away from the junction with Russell Hill and would not interfere with any vehicles accessing More Close/Russell Hill. Visibility splays can be achieved on both sides of the access and have been shown on the plans. A condition ensuring these are retained for the lifetime of the development is recommended to maintain the safety of pedestrians using the

footpath. The parking spaces and turning space complies with established highway standards, so vehicles will be able to safely manoeuvre within the site and enter/exit in a forward gear. This avoids the need for cars to reverse out onto the road, maintaining the safety and efficiency of the highway network.

- 8.18 A location for refuse storage has been identified, with full details of the proposed store to be negotiated by condition. Whilst this location would be to the front of the site, an integrated store would not be feasible given the relationship of the site to the rear and its topography. The store would be set back towards the eastern boundary, partially behind the proposed building to limit its visual impact.
- 8.19 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work does not undermine the safety and efficiency of the highway in Moore Close.
- 8.20 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

### **Trees and biodiversity**

- 8.21 Several trees on the site are protected by a Tree Preservation Order (TPO 143 made in 1962). It is not considered the trees to the rear are of particular merit, however there are a number of prominent mature trees to the front of the building which contribute positively to the visual amenity of the area, which must be retained as part of the scheme. Officers raised initial concerns in respect of the proximity of the proposed parking area to a couple of these trees, in particular the prominent Beech tree (T5), and the extent of encroachment into the Root Protection Area (RPA) of the preserved trees. Amendments made to the scheme, including the relocation of the access and re-sizing of the parking area further north on the site and revised construction methods for the installation of the parking area (including a no-dig cellular confinement system), are considered to sufficiently overcome these concerns. Officers are satisfied that with the revised layout and protection measures in place, and taking into account the layout of the existing hardstanding on site, that the health and viability of the preserved trees would not be affected by construction of the development, and can be retained as part of the scheme. A condition is recommended to ensure the development (including demolition and construction works) is carried out entirely in accordance with the applicant's revised tree report and protection plan. This includes installation of necessary protection measures prior to the commencement of any works on site and for work to be supervised by a qualified arboriculturalist.
- 8.22 A landscaping scheme, including a management plan, has been provided by the application, showing adequate areas available for planting, including softening of the appearance of the parking area, and treatment of the amenity spaces. This illustrates how the development would integrate into the existing street. A condition is recommended to secure an amended landscaping scheme taking into account the amendments made to the scheme during the course of the application and get full details of these works, including treatment of hardstanding areas to ensure these are of a high quality finish.

## **Flood risk**

8.23 Part of the application site lies within a surface water flood risk area and a surface water critical drainage area. The applicant has provided a Flood Risk Assessment and a drainage strategy. This concludes that the flood risk to/from the development is low. To manage surface water drainage, permeable paving with the installation of a soakaway is identified as the most logical and efficient methods, with detailed design to be confirmed once infiltration testing has taken place. A condition is recommended to agree these details through the submission of a detailed drainage strategy prior to commencement of works, and it is expected that the applicant will incorporate SUDs where feasible in the scheme. The proposals are acceptable in relation to flood risk.

## **Other planning matters**

8.24 The site lies within a Tier 2 Archaeological Priority Area. Historic England were consulted on the application, and advised that there is no further archaeological requirement for the development. The development is considered acceptable in this respect.

8.25 Conditions are recommended in relation to carbon emissions and water use targets for the development, which is acceptable in achieving sustainability targets for the development.

8.26 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

## **Conclusions**

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

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

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**PART 6: Planning Applications for Decision**

**Item 6.5**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 18/05204/FUL  
 Location: Land and parking adjoining 2 The Lawns to include land to the rear of 142-148 Beauchamp Road, Upper Norwood, London, SE19 3TS.  
 Ward: Crystal Palace and Upper Norwood  
 Description: Erection of 3 no. 3-bed two storey houses and 1 no. 2-bed two storey house, with associated parking  
 Drawing Nos: 001, 002, 201, 202, 203, 301, 302, 303 and 304  
 Applicant: Mr Kazi Abdul of KKB Investments Limited  
 Case Officer: James Udall

	<b>2B 4P</b>	<b>3 B 5P</b>	<b>Total</b>
Existing Provision	0	0	<b>0</b>
Proposed Provision	1	3	<b>4</b>

<b>Number of car parking spaces</b>	<b>Number of cycle parking spaces</b>
2	8

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

**2.0 RECOMMENDATION**

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

**Conditions**

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Submission and approval of details of materials.
- 3. Details to be supplied for: Refuse/Cycles/Boundary/Floor levels/lighting /green roofs.
- 4. Details of car parking
- 5. Submission and approval of details of hard and soft landscaping (including green roofs)
- 6. 19% reduction in CO2 Emissions
- 7. 110l Water Restriction
- 8. Submission and approval of details of visibility splays
- 9. Submission and approval of details of a Construction Logistics Plan

10. Units to be M4(2) Accessible and Adaptable
11. Time limit of 3 years
12. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

### **Informatives**

- 1) CIL
- 2) Code of construction practise for Construction Sites
- 3) Samples of window frames, brick and permeable paving would need to be submitted for Condition 2.
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

## **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Erection of 3 no. 3-bed two storey houses and 1 no. 2-bed two storey house
- Provision of 2 off-street car parking spaces (accessed from The Lawns).
- Provision of associated refuse/cycle stores

### **Site and Surroundings**

3.2 The application site is a disused pieced of land to the south of The Lawns and to the north of Beauchamp Road, which was formerly used as a small council operated car park. It also includes an area to the rear of properties in Beauchamp Road formerly used as garden area. The car park has since been sold by the Council and is now vacant with a hoarding around it.

3.3 Properties along Beauchamp Road and The Lawns, in close proximity to the site are single family dwelling-houses, generally two storeys in height and predominantly terraced.

### **Planning History**

3.4 None relevant.

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

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development provides an appropriate mix of units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.

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

## 5.0 LOCAL REPRESENTATION

5.1 The application has been publicised by way of 40 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was also displayed at the site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 13    Objecting: 13    Supporting: 0

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

Summary of objections	Response
<i>Parking Issues</i>	
Council parking for approximately 15 cars has been bought for this project. In its place, the erection of dwellings for a minimum of 4 families	Please see Paragraphs 7.34 – 7.36
Parking/Highways	Please see Paragraphs 7.34 – 7.36
<i>Scale/appearance of development</i>	
Overdevelopment	Please see Paragraphs 7.5 – 7.6
Out of character for the area	Please see Paragraphs 7.8 – 7.15
The north of the borough is already densely populated and the proposals will add to that density	Please see Paragraphs 7.4 – 7.6
Gardens would be too small	Please see Paragraphs 7.10 and 7.32
How will the materials be controlled	Materials can be controlled by the imposition of a planning condition
The number of houses should be reduced	Please see Paragraphs 7.5 – 7.6
Obtrusive by design	Please see Paragraphs 7.15
<i>Neighbour amenity</i>	
Overlooking	Please see Paragraphs 7.18 – 7.22, 7.23 – 7.25 and 7.27 – 7.29
Loss of light	Please see Paragraphs 7.18 – 7.30
Loss of privacy	Please see Paragraphs 7.18 – 7.22, 7.23 – 7.25 and 7.27 – 7.29
Noise	
Detrimental to the amenities of the neighbouring properties	Please see Paragraphs 7.18 – 7.30
Impact on pollution (noise, light, disturbance etc)	Please see Paragraph 7.39
<i>Affordable Housing</i>	
The proposed development will not have any affordable homes to rent or starter homes to buy. The current proposal is to sell the new build at market value - this is	The proposal falls below the threshold (of 10 or more units), above which an element of affordable housing is required. Therefore, in this case,

not contributing to meeting the strategic objectives of the Homes section of the Croydon Local Plan 2018.	there is no policy requirement for affordable housing.
<i>Safety and Security</i>	
The proposal would include a public access road which would compromise the security of neighbouring houses and encourage crime and anti-social behaviour	Please see Paragraph 7.16
<i>Biodiversity</i>	
The proposal development will adversely impact on the local environment ( lack of open and green space for wildlife) and put more strain on the surrounding sewage system	Please see Paragraph 7.39
<i>Non-material issues</i>	
Councillors are not responding to queries	This is not a material planning consideration
Increasing pressure on local services	This is not a material planning consideration
<i>Procedural issues</i>	
Lack of extensive consultation	The application has been publicised by way of 40 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was also displayed at the site.
Who would be responsible for the walkway?	The access to the application site would be the responsibility of the landowner while the pavement outside the application site would be the responsibility to of Croydon Council.

## 6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

- 6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the New Croydon Local Plan (February 2018), and the South London Waste Plan 2012.
- 6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:
- Promoting sustainable transport;
  - Promoting social, recreational and cultural facilities and services the community needs
  - Requiring good design.

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

6.4 Consolidated London Plan 2015

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

6.5 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM39 – Crystal and Upper Norwood

## 6.6 There is relevant additional Planning Guidance as follows:

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

## 7.0 MATERIAL PLANNING CONSIDERATIONS

### 7.1 The principal issues of this particular application relate to:

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

### **The Principle of Development**

- 7.2 The application is proposing residential development in the suburban area. There are no Local Plan designations on the site that would prevent residential development on the site. The site has been previously used for car parking on part of the site and the other part of the site is vacant land that was previously garden land. Therefore the use of the land for residential purposes is acceptable in principle, subject to detailed considerations.
- 7.3 The Local Plan identifies Crystal Palace and Upper Norwood as an area of sustainable growth with some opportunity for windfall sites and limited infilling; growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness. This supports the accepted principle of the site for residential purposes
- 7.4 Concerns have been raised by neighbouring occupants that the proposal would add increased density to an already over populated part of the borough. Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.
- 7.5 In respect to the density of the scheme representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha) would be acceptable. The proposal would just be in excess of this range at 251 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed (as discussed further in the sections below) and the London Plan provides sufficient flexibility for such higher density schemes to be supported.

- 7.6 Furthermore, it is relevant that the new draft London Plan removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve additional housing numbers. This document is currently being considered in the Examination in Public and will gain more weight as it nears adoption. Given that Crystal Palace and Upper Norwood has been identified as an area where additional development can take place, the proposal would accord with the policy aims.
- 7.7 Concerns have been raised by neighbouring occupants that the proposal would not have any affordable or social rented housing. The requirement to deliver affordable housing is triggered on major development sites only (i.e. those that contain 10 or more units) and Officers are satisfied that the number of units proposed for this site is of an appropriate density. Therefore, in this case there is no requirement for an element of affordable housing.

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

- 7.8 The application scheme proposes two storey dwellings with flat roofs which would be lower in height than the existing dwellings in the surrounding area, which, whilst two storey in height, are taller than the proposed dwellings due to their dual pitch roofs. The proposed dwellings would be appropriate in terms of bulk and mass.
- 7.9 The development employs a well-considered palette of materials and a variety of detailing that exemplifies a 'contemporary reinterpretation' approach with green roofs which is supported. The overall rhythm and generous sizes of the fenestration are complimented by an appropriate and considered choice in framing colour and materials.
- 7.10 The layout of the application site provides good sized gardens for the houses which helps soften the appearance of the development. The proposed planting bed at the front of each house would also help soften the appearance of each dwelling.



- 7.11 The proposed dwellings would be sited approximately 5.2m from the shared flank boundary with No.2 The Lawns. There are no windows in the flank of this property. The built form of the proposed dwellings would be sited between 18.65m and 27.5m

from the built form of the neighbouring dwellings in Spa Hill due to the angle of the plot. The built form of the proposed development would be sited approximately 15.6m at its closest point, from the rear building line of the dwellings in Beauchamp Road.

7.12 The separation distances between the proposed development and the surrounding existing properties is considered to provide sufficient spacing and would not appear cramped. The proposed layout of the development is appropriate and would not appear out of character when viewed from the surrounding area.

7.13 The proposed dwellings would be dual aspect which would maximise light. The entrance and approach from the public realm is considered to be acceptable.

7.14 The frontage of the site would be given over to hard-standing to allow for two off street car parking spaces for the new dwellings. The siting and alignment of these spaces is considered to be acceptable and is a feature that is found in the locality. Landscaping is proposed behind the car parking spaces and this is an acceptable feature.







- 7.15 Concerns have been raised by neighbouring occupants that the proposal would harm the character and appearance of the area due to over development and that its design would appear obtrusive. Whilst the proposal would introduce a different form of development to the site in comparison to the immediate locality and an increase in built form, it is considered that the design and layout would not be harmful to the character and appearance of the area. The scheme has been design to effectively economise the available space, provides landscaping and other green features and utilises a vacant site for housing provision. The proposal is considered to be acceptable.
- 7.16 Concerns have also been raised by neighbouring occupiers that the proposed access road would compromise the security of the existing houses. However, it is noted that the site was previously used as a car park and would have been publicly accessible with limited visual surveillance. The scheme would result in dwellings serving the access which would provide natural surveillance and therefore assist with the security of neighbouring properties. No objection is therefore raised in this instance.
- 7.17 Whilst the appearance of the development from the street scene is acceptable, detailed specification and samples of external materials would need to be secured by planning condition, alongside details of hard landscape materials including car parking and forecourt paving to ensure that the detailed design is acceptable. Having considered all of the above, against the backdrop of housing need, the proposed development would comply with the objectives of the above policies in terms of respecting local character.

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

#### No.2 to No.5 The Lawns

- 7.18 The proposed pedestrian and emergency access would run along the shared flank boundary with No.2 The Lawns. It is noted that 2 The Lawns does not have any flank windows which would overlook the access and given that the proposed access would only be for 4 houses, with vehicles restricted to the front of the site, it is considered that the access would have a very limited impact on the amenities of the neighbouring occupants.
- 7.19 The front windows of the proposed dwellings would face onto the shared boundary with 2 The Lawns. The windows of House 1 would be sited approximately 5.7m from the shared boundary with No.2 The Lawns and would face onto a blank facade. Due to the siting of the windows, the separation distance retained and the fact that they would face onto a blank wall, the proposed windows would not ham privacy of neighbouring occupants.

- 7.20 At their closest distance to the boundary the proposed windows of House 2 would be sited approximately 6.45m from the shared boundary with No.2 increasing to a distance of 7.8m due to the angle of the plot and the orientation of the buildings. The windows would also look at the rear gardens of No.3 and No.5 but there would be a significant separation distance between the windows and the rear gardens of these dwellings.
- 7.21 Whilst there would be a degree of overlooking – across rear gardens, this is not uncommon in a suburban situation. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.
- 7.22 Due to the separation distances retained the siting, design and scale of the proposed development would not harm the daylight of neighbouring occupants.

*No. 73 to No.81 Spa Hill*

- 7.23 In terms of impacts on the properties in Spa Hill, the windows of House 1 would be sited approximately 2.9m from the shared boundary of No.73 and 18.65m from the built form of No.73. The windows of House 2 would be sited approximately 2.6m from the shared boundary of No.75 increasing to a distance of 3.8m due to the orientation of the building. The windows would also be sited approximately 20m from the built form of No.75. This distance is sufficient to prevent window to window overlooking.
- 7.24 The windows of House 3 would be sited approximately 3.8m from the shared boundary of No.77 increasing to a distance of 4.9m due to the orientation of the plot. The windows of House 3 would be sited approximately 22m from the built form of No.77. The windows of House 4 would be sited approximately 5.1m from the shared boundary of No.81 increasing to a distance of 6.3m due to the orientation of the plot. The windows of House 4 would be sited approximately 25m from the built form of No.79 and approximately 26m from the rear building line of No.81. This distance is sufficient to prevent window to window overlooking.
- 7.25 Due to the separation distances retained between the dwellings the proposed properties would not harm the privacy of the neighbouring dwellings. There would be some limited overlooking to the rear most part of the rear gardens of the neighbouring properties. However, this is not uncommon in a suburban situation and subject to the provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.
- 7.26 Due to the separation distances retained the siting, design and scale of the proposed development would not harm the daylight of neighbouring occupants in Spa Hill.

*No. 132 to No.153 Beauchamp Road*

- 7.27 The southern elevation of the application building would be sited approximately 1.9m from the shared boundary with No.146 increasing to a distance of 2m at the boundary with No.144. Unit 4 would be sited approximately 15.65m from the built

form of the dwelling if Beauchamp Road. Unit 4 would have one ground floor window in the elevation facing the rear gardens in Beauchamp Road. Due to the separation distances retained the proposed window would not harm the privacy of neighbouring occupants.

- 7.28 The front windows of the Unit 2 would be sited approximately 3.2m from the shared boundary with No.140 while the front windows of Unit 4 would be sited approximately 3.4m from the shared boundary with No.140. Given the separation between these properties and the proposed landscaped boundary to be conditioned between these properties, this relationship is acceptable.
- 7.29 In regard to noise and disturbance the proposed development is only for 4 additional houses, with motor vehicles restricted to the front part of the site. It is therefore considered that the development would not result in undue noise, light or air pollution as a result of an increased number of occupants.
- 7.30 Due to the separation distances retained the siting, design and scale of the proposed development would not harm the daylight of neighbouring occupants in Beauchamp Road.

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

- 7.31 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard.
- 7.32 Concerns have been raised by neighbouring occupants that the proposed gardens are two small. With regard to external amenity space, Policy DM10.4 of the Croydon Local Plan 2018 states that two bedroom dwellings should have amenity space of between 6sqm and 7sqm while three bedroom houses should have at minimum of between 7sqm and 9sqm. The proposed gardens to the dwellings are well in excess of these minimum requirements and comply with Policy DM10.4m (28sqm – 60sqm).
- 7.33 There is level access to the site from the front allowing the houses to be accessible. This arrangement can be secured by a planning condition

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

- 7.34 The Public Transport Accessibility Level (PTAL) rating of the site is 2 which means that the site has poor access to public transport. The scheme seeks to provide 2 off street car parking bays. In Outer London Suburban areas with PTALs between 2-4 development should provide up to 1.5 spaces per unit (i.e. a maximum), although residential parking standards should be applied flexibly. It is also noted that the Draft London Plan states that within areas of a PTAL rating 2 should have a maximum parking provision of up to 1 space per unit.
- 7.35 The proposed scheme would be below the maximum standards of the London Plan in this location. However, these standards are maximum levels only and Officers are satisfied that this level of off street car parking should help in the promotion of more sustainable travel which is supported.

- 7.36 It is noted that the Transportation Team originally raised concerns as to the level of parking proposed. However, although the site was previously used as a car park and was previously owned by the Council, the site has since been sold and since the sale has taken place, has been unavailable for public parking. Since the application has been submitted, the applicant has carried out a Car Parking Stress Survey which has showed that there is capacity for some car parking provision to be met on the neighbouring roads. The Transportation Team have since removed their objections on the basis of the results of the Car Parking Stress Survey.
- 7.37 Cycle storage facilities would need to comply with the London Plan (requiring 8 spaces), and Officers are satisfied that there is capacity within the site to accommodate the required number and this can be secured through the imposition of a planning condition. The provision of refuse storage has been shown on the plans and the location and size has been found acceptable. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed by LPA before commencement of work and this can be secured through a planning condition.

### **Sustainability Issues**

- 7.38 Planning 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.
- 7.39 Concerns have been raised by neighbouring occupants that the proposal would affect the local environment. It is noted that the application site is not in a protected area and consists of a car park and a former rear garden area which would have limited environmental potential. Notwithstanding this, the proposed dwellings in the scheme would have a green roof and landscaped areas around them which would help increase biodiversity in the area. A landscaping scheme to encourage biodiversity is also proposed to be secured by planning condition. On balance it is considered that the proposal would not be harmful to the environment as to warrant recommending that planning permission be refused.

### **Other Matters**

- 7.40 The site is not located in any designated flood area. Given that the part of the site is given over to areas of hardstanding to be utilised as parking areas, a permeable paving system should be incorporated as part of the scheme. The existing car parking area of the site, which has a hard surface would be broken up. Its replacement with permeable paving and green roofs is acceptable. Materials can be secured through a planning condition.
- 7.41 Representations have raised concern that construction works will be disruptive. As such it would be prudent to control details of construction through the requirement of a Construction Logistics Plan.
- 7.42 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, which includes education provision.

7.43 Concerns were also raised by neighbour occupants that the proposal would put strain on the local sewage network. This is not a material planning consideration given the scale of development and would be a matter for Thames Water. Therefore it would not be justified to recommend that planning permission be refused on this basis.

### **Conclusions**

7.41 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport and sustainable matters. Thus the proposal is considered in general accordance with the relevant policies.

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

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## **PLANNING COMMITTEE AGENDA**

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

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#### **1 INTRODUCTION**

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

#### **2 FURTHER INFORMATION**

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

#### **3 PUBLIC SPEAKING**

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

#### **4 BACKGROUND DOCUMENTS**

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

#### **5 RECOMMENDATION**

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

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