

Planning Committee Agenda



To: Councillor Toni Letts (Chair)
Councillor Paul Scott (Vice-Chair)
Councillors Muhammad Ali, Sherwan Chowdhury, Chris Clark, Joy Prince,
Jason Perry, Scott Roche, Ian Parker and Gareth Streeter

Reserve Members: Felicity Flynn, Bernadette Khan, Clive Fraser,
Stephen Mann, Leila Ben-Hassel, Niroshan Sirisena, Helen Redfern,
Michael Neal, Badsha Quadir and Jan Buttinger

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Thursday, 20 June 2019** at **6.00 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

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

Michelle Ossei-Gerning
020 8726 6000 x84246
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www.croydon.gov.uk/meetings
Wednesday, 12 June 2019

Members of the public are welcome to attend this meeting.

If you require any assistance, please contact the person detailed above, on the righthand side.

To register a request to speak, please either e-mail

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

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

<http://webcasting.croydon.gov.uk>

N.B This meeting will be paperless. The agenda can be accessed online at

www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for absence

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

2. Minutes of Previous Meeting (Pages 7 - 16)

To approve the minutes of the meetings held on Thursday 30 May 2019 and Thursday 6 June 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 17 - 18)

To receive the following presentations on a proposed development:

There are none.

6. Planning applications for decision (Pages 19 - 22)

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

6.1 18/04522/FUL Builders Merchants Adjoining 104 Godstone Road, Kenley, CR8 5AE (Pages 23 - 42)

Continued use of site as builder's merchants and associated yard (sui generis) including car parking, storage (containers and carcassing) and extension of the builders merchant use into adjacent field for storage purposes (carcassing, car parking and retention of vehicle turning head).

Ward: Kenley

Recommendation: Grant permission

6.2 19/00547/FUL 1 Christchurch Road, Purley, CR8 2BZ (Pages 43 - 58)

Demolition of single storey rear extension. Erection of 2/3 and part 4 storey side/rear extension and conversion of existing building to provide 7 apartments including associated landscaping, parking, cycle and refuse storage.

Ward: Purley Oaks and Riddlesdown

Recommendation: Grant permission

6.3 18/05006/FUL 32 Welcomes Road, Kenley, CR8 5HD (Pages 59 - 78)

Demolition of existing building: erection of a three storey building comprising 9 units and formation of associated vehicular access and provision of 9 off-street parking spaces, cycle storage and refuse store.

Ward: Kenley

Recommendation: Grant permission

6.4 19/00131/FUL 17 Orchard Avenue CR0 8UB (Pages 79 - 96)

Demolition of existing detached house erection of two storey building with further accommodation in roofspace comprising 1 x 1 bedroom flat, 3 x 2-bedroom flats and 1 x 3 bedroom flat, formation of vehicular access and provision of 4 associated parking spaces and refuse storage.

Ward: Shirley North

Recommendation: Grant permission

6.5 18/05098/FUL 168 Foxley Lane, Purley, CR8 3NF
(Pages 97 - 116)

Demolition of existing dwelling and erection of two storey building with accommodation in the roof space and single storey building with accommodation in the roof space at the rear to provide a total of 8 units as well as associated refuse and cycle stores, landscaping, vehicular access and car parking (amended description).

Ward: Purley and Woodcote
Recommendation: Grant permission

6.6 19/01109/FUL 1 South Drive, Coulsdon, CR5 2BJ
(Pages 117 - 132)

Demolition of existing detached dwelling and detached garage and the erection of a three/four storey building with accommodation within the lower level and roof level to provide 9 flats with 6 off street car parking spaces.

Ward: Coulsdon Town
Recommendation: Grant permission

6.7 19/00783/FUL 32 Woodmere Avenue Croydon CR0 7PB
(Pages 133 - 152)

Demolition of the existing property and the erection of a replacement detached two storey building with accommodation in the roofspace, comprising 7 self-contained flats (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom) with 5 off street car parking spaces, bike store, integrated refuse store and site access.

Ward: Shirley North
Recommendation: Grant permission

6.8 19/01761/FUL Pegasus, Fairhaven Avenue, Croydon, CR0 7RX
(Pages 153 - 170)

Demolition of existing dwelling and erection of a 3-storey block, containing 3 x 3 bedroom houses and 6 x 2 bedroom apartments with associated access, 9 parking spaces, cycle storage and refuse store.

Ward: Shirley North
Recommendation: Grant Permission

6.9 19/00543/FUL Land Adjoining 46 Quail Gardens, South Croydon, CR2 8TF (Pages 171 - 218)

Erection of 15 x 3 bedroom (5 person) terraced houses. Provision of vehicular access, access road and associated works including car/cycle parking, refuse storage and landscaping.

Ward: Selsdon Vale and Forestdale
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 219 - 220)

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

8.1 Planning Performance and Weekly Planning Decisions (Pages 221 - 274)

This report provides details the Council's overall development management performance (over a rolling 12 month period) with monthly statistics which highlights performance measures.

8.2 Planning Appeal Decisions (Pages 275 - 280)

This report provides details of town planning appeal outcomes and the range of planning considerations that are being taken into account by the Planning Inspectors, appointed by the Secretary of State for Housing, Communities and Local Government.

9. Exclusion of the Press & Public

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

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

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Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 30 May 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, Jason Perry, Scott Roche, Ian Parker,
Gareth Streeter, Bernadette Khan (In place of Sherwan Chowdhury) and
Clive Fraser (In place of Joy Prince)

Also Present: Councillor Badsha Quadir, Robert Canning, Maria Gatland and Tim Pollard

PART A

99/19 Minutes of Previous Meeting

RESOLVED that the minutes of the meetings held on Thursday 9 May 2019
and Monday 20 May 2019 be signed as a correct record.

100/19 Disclosure of Interest

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

101/19 Urgent Business (if any)

There was none.

102/19 Development presentations

There were none.

103/19 Planning applications for decision

The Chair announced that the items be heard in the following order:
18/05383/FUL 59 Rectory Park, South Croydon, CR2 9JR; 18/05411/FUL
Land Rear of 31-33 Croham Valley Road, (Facing onto Ballards Rise), South
Croydon; 19/00732/FUL 119 Purley Oaks Road, South Croydon CR2 0NY;
19/00886/FUL 42 Grovelands Road, Purley, CR8 4LA; 19/00167/FUL 11

Barham Road, South Croydon, CR2 6LD and 19/01561/FUL 43 Kingswood Lane, Warlingham, CR6 9AB.

104/19 **18/05383/FUL 59 Rectory Park, South Croydon, CR2 9JR**

Demolition of the existing garage and alterations to the existing vehicular access with erection of a two storey building to provide 6 units at the rear including a provision of associated landscaping, parking, cycle and refuse storage.

Ward: Sanderstead

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

Mr Dave Upton, on behalf of the applicant, spoke in support of the application.

Referring Ward Member, Councillor Tim Pollard, spoke against the application.

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

Councillor Roche proposed a motion to **REFUSE** the application on grounds of over development, the reduction of privacy, impact on private and amenity space and the loss of twenty trees. Councillor Streeter seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 59 Rectory Park, South Croydon, CR2 9JR.

105/19 **18/05411/FUL Land Rear of 31-33 Croham Valley Road, (Facing onto Ballards Rise), South Croydon**

Erection of 2x2 storey detached buildings with accommodation within the roof-space comprising 1 three bedroom, 5 two bedroom and 3 one bedroom flats, refuse storage facilities, formation of vehicular access points and provision of associated parking.

Ward: South Croydon

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

Mr David Rutherford from the Croham Valley Residence Association spoke against the application.

Miss Emily Hall, on behalf of the applicant, spoke in support of the application.

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

Councillor Scott proposed a motion to **REFUSE** the application on the grounds of over development in particular due to the lack of parking. Councillor Perry seconded the motion. It was recommended that the application return on a smaller scale.

The motion to refuse was put forward to the vote and carried with nine Members voting in favour and one Member abstaining their vote.

The Committee therefore **RESOLVED** to **REFUSE** the application for the development of Land Rear of 31-33 Croham Valley Road, (Facing onto Ballards Rise), South Croydon.

106/19 **19/00732/FUL 119 Purley Oaks Road, South Croydon CR2 0NY**

Demolition of existing buildings, erection of 2 pairs of semidetached 2 storey houses with accommodation in the roof and a block of 5 flats (one 1 bedroom flat and four 2 bedroom flats), formation of vehicular access, provision of parking and landscaping.

Ward: Sanderstead

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

Ms Sana Namazie spoke against the application.

Ms Petra Hischmann, on behalf of the applicant, spoke in support of the application.

Councillor Tim Pollard, spoke on behalf of referring Ward Member Councillor Lynne Hale, against the application.

Councillor Perry proposed a motion to **REFUSE** the application on the grounds of over development by size and massing at the back of the building and a detrimental impact of setting on Purley Oaks Road and the amenity of those adjoining occupiers. Councillor Parker seconded the motion.

Councillor Scott proposed a motion for **APPROVAL** of the application with the condition that the pedestrian access was accessible by Wettern Close. Councillor Letts seconded the motion.

The motion of refusal was put forward to the vote and was carried with five Members voting in favour and five Members voting against. The Chair used her casting vote and voted against the motion to refuse. The motion to refuse therefore fell.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 119 Purley Oaks Road, South Croydon CR2 0NY.

*The Committee adjourned the meeting for a short break at 8:38pm
The Committee reconvened the meeting at 8:53pm*

107/19 **19/00886/FUL 42 Grovelands Road, Purley, CR8 4LA**

Demolition of the existing dwelling and the erection of a 3 storey detached building (with roof-space accommodation) comprising 3 x 3 bed, 5 x 2 bed and 1 x 1 bedroom flats with associated access road, car parking, refuse and cycle stores, amenity space and landscaping.

Ward: Purley and Woodcote

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

Mr Rob King spoke against the application.

Councillor Badsha Quadir, spoke on behalf of referring Ward Member Councillor Simon Brew, against the application.

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

Councillor Parker proposed a motion to **REFUSE** the application on the grounds of over development in particular to the height of the development, which would be detrimental to surrounding neighbours. Councillor Roche seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 42 Grovelands Road, Purley, CR8 4LA.

*The Committee meeting adjourned for a short break at 9:12pm.
The Committee meeting reconvened at 9:20pm.*

108/19 **19/00167/FUL 11 Barham Road, South Croydon, CR2 6LD**

Conversion of property to form 5 self-contained flats (3 x 1 bed, 1 x 2 bed and 1 x 3 bed flats), construction of basement accommodation with associated front and rear light wells, erection of a part single, part two storey side and rear extensions, erection of a rear roof dormer, insertion of 3 roof lights in front roof slope and provision of associated hard and soft landscaping, a new front boundary wall and refuse and cycle parking.

Ward: Waddon

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

Mr David Day spoke against the application.

Mr Stewart Budge, on behalf of the applicant, spoke in support of the application.

Referring Ward Member Councillor Robert Canning spoke against the application.

Councillor Scott proposed a motion to **DEFER** the application on the grounds for a site visit to be conducted. Councillor Ali seconded the motion.

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

The Committee therefore **RESOLVED** to **DEFER** the application for the development of 11 Barham Road, South Croydon, CR2 6LD.

109/19 **19/01561/FUL 43 Kingswood Lane, Warlingham, CR6 9AB**

Demolition of existing dwelling and erection of a three storey building comprising 2x3 bedroom and 7x2 bedroom apartments with associated access, 9 parking spaces, cycle storage and refuse store.

Ward: Sanderstead

The officers presented details of the planning application and there was no questions for clarifications.

Mr Billy Heyman, on behalf of the applicant, spoke in support of the application.

Councillor Tim Pollard, spoke on behalf of referring Ward Member Councillor Lynn Hale, against the application.

Councillor Roche proposed a motion to **REFUSE** the application on the grounds of over development by size and massing and the request for the development to be downsized. Councillor Parker seconded the motion

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

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

The motion of approval 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 43 Kingswood Lane, Warlingham, CR6 9AB.

110/19 **Items referred by Planning Sub-Committee**

There were none.

111/19 **Other planning matters**

112/19 **Planning Performance**

This report was noted.

113/19 **Planning Appeals**

This report was noted.

The meeting ended at 10.34 pm

Signed:

Date:

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Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 6 June 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, Jason Perry, Ian Parker,
Gareth Streeter, Felicity Flynn (In place of Joy Prince) and Badsha Quadir (In place of Scott Roche)

Also Present: Councillor Michael Neal

Apologies: Councillor Sherwan Chowdhury

PART A

114/19 **Disclosure of Interest**

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

115/19 **Urgent Business (if any)**

There was none.

116/19 **Development presentations**

There were none.

117/19 **Planning applications for decision**

118/19 **18/04376/FUL Laurel Court, 7 South Park Hill Road, South Croydon, CR2 7DY**

Construction of 3-storey residential building at rear comprising 9 units (6x2 bed and 3x3 bed flats) with associated car parking, cycle storage, amenity space and refuse storage along with the refurbishment of existing building with associated external alterations.

Ward: South Croydon

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

Referring Ward Member Councillor Michael Neal spoke against the application.

Councillor Perry proposed a motion to **REFUSE** the application on grounds of overdevelopment in contravention to policy DMC 10.1. Councillor Parker seconded the motion.

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

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of Laurel Court, 7 South Park Hill Road, South Croydon, CR2 7DY.

119/19 **18/05006/FUL 32 Welcomes Road, Kenley, CR8 5HD**

Demolition of existing building: erection of a three storey building comprising 9 units and formation of associated vehicular access and provision of 9 off-street parking spaces, cycle storage and refuse store.

Ward: Kenley

THIS ITEM WAS WITHDRAWN FROM THE AGENDA FOR CONSIDERATION IN THE FUTURE.

120/19 **Items referred by Planning Sub-Committee**

There were none.

121/19 **Other planning matters**

122/19 **Weekly Planning Decisions**

This report was noted.

The meeting ended at 6.57 pm

Signed:

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Date:

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

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

2 ADVICE TO MEMBERS

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

3 FURTHER INFORMATION

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

4 PUBLIC SPEAKING

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

5 BACKGROUND DOCUMENTS

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

6 RECOMMENDATION

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

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PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 ROLE OF THE COMMITTEE MEMBERS

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

4. THE ROLE OF THE CHAIR

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

8. BACKGROUND DOCUMENTS

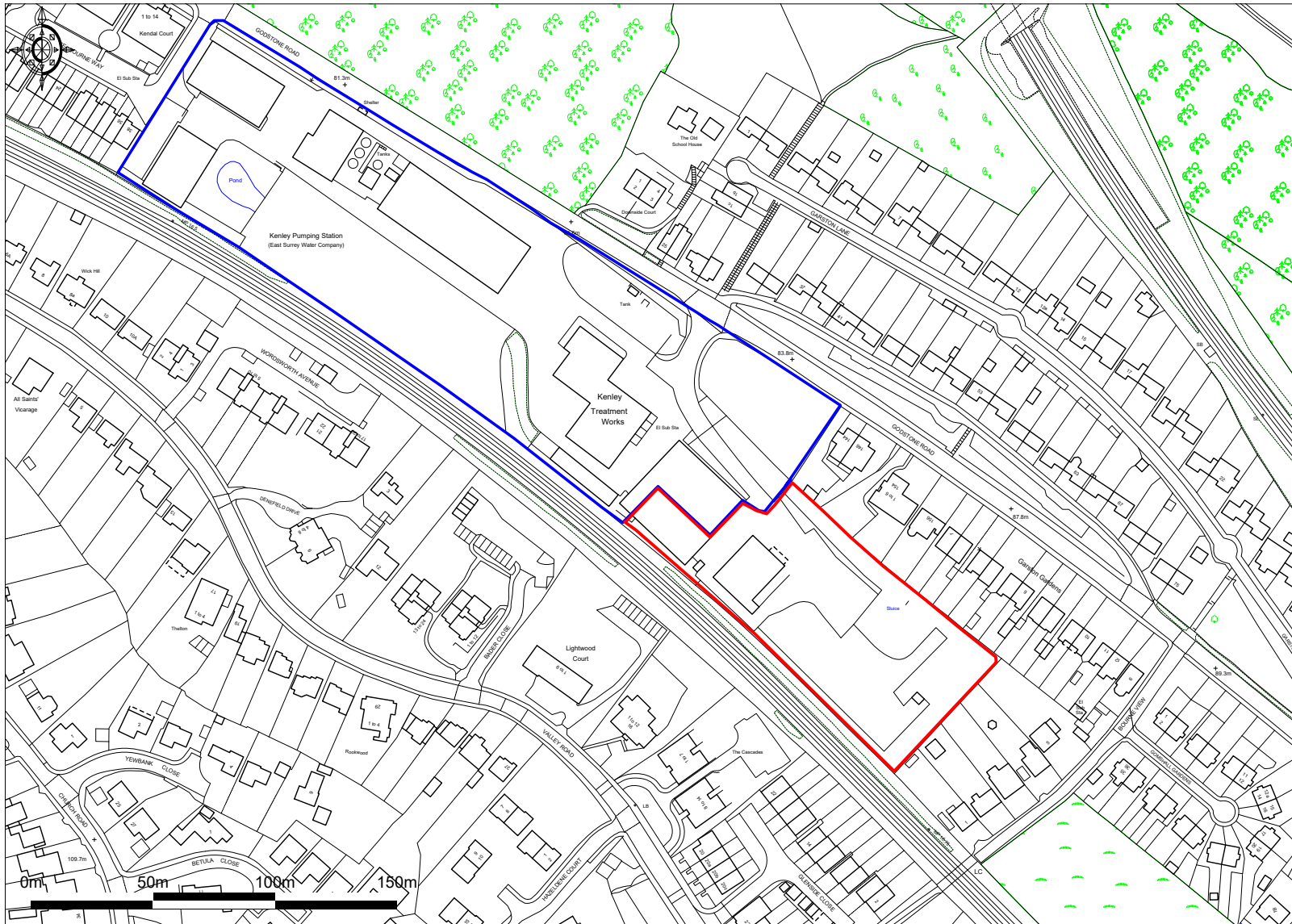
- 8.1 The background papers used in the drafting of the reports in part 6 are generally the planning application file containing the application documents and correspondence associated with the application. Contact Mr P Mills (020 8760 5419) for further information. The submitted planning application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

9. RECOMMENDATION

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

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Allmat Building Supplies, Godstone Road Croydon, CR8 5AE



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PART 6: Planning Applications for Decision

Item 6.1

1 SUMMARY OF APPLICATION DETAILS

Ref: 18/04522/FUL
Location: Builders Merchants Adjoining 104 Godstone Road, Kenley, CR8 5AE
Ward: Kenley
Description: Continued use of site as builder's merchants and associated yard (sui generis) including car parking, storage (containers and carcassing) and extension of the builders merchant use into adjacent field for storage purposes (carcassing, car parking and retention of vehicle turning head).
Drawing Nos: MT-1627-01-03- Proposed Yard Layout
Agent: Jones Lang LaSalle Limited
Case Officer: Laura Field

- 1.1 This application is being reported to Planning Committee because the number of objections above the threshold for Committee Consideration Criteria have been received and the Ward Councillor (Cllr Jan Buttinger) has made representations in accordance with the Committee Consideration Criteria and requested Planning 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 planning conditions and informative to secure the following matters:
1. Development to be carried out in accordance with the approved drawing.
 2. Opening hours for trade restricted to Monday to Friday 0700 to 1700 (not Bank Holidays) and Saturday 0800 to 1200 with no deliveries on Saturdays. Opening hours of the premises restricted to Monday to Friday 0600 to 1800 (not Bank Holidays) and Saturday 0700 to 13:00.
 3. Development carried out in accordance with the Flood Risk Assessment within 3 months from date of the permission.
 4. SUDs details to be submitted within 3 months from the date of the permission and approved and implemented within 6 months.
 5. Cycle parking and pedestrians safety measures carried out in accordance with plans and implemented within 3 months from the date of the permission.
 6. Development carried out in accordance with landscaping scheme and shall be completed prior to the end of the first planting season from the date of the permission.
 7. Mitigation measures carried out in accordance with the Noise Assessment, Noise Management Plan and Acoustic Impact Assessment to be implemented within 3 months from the date of the permission.
 8. Mitigation measures specified in submitted Air Quality Dust Risk Assessment to be implemented within 3 months from the date of the permission.

9. Full details of a Delivery and Service Plan Action Plan submitted for approval within 3 months from the date of the permission and implemented within 6 months.
10. Restricting external storage in those areas identified on the plans and no storage to south east in the grassed areas closest to Godstone Road and Bourne View.
11. No materials shall be stored to take place on the vehicle turning head at any time.
12. Storage of timber, bocks, brick, bulk bags and cement shall only take place in the external storage areas. No hazardous materials to be stored on site.
13. Details of storage containers and carcassing to be submitted and shall be installed as approved.
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

- 1) Site notice removal
- 2) Any informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application has been submitted following the planning enforcement team investigations since December 2015. The application seeks to regularise and clarify the use of the site and includes:

Retrospective elements

- Retention of external storage area and carcassing (open-sided storage units) for building materials (extended part of the site - Figures 1 and 3).
- Retention of the layout of hard standing in extended part of the site to form a Turning Head for delivery vehicles (to allow vehicles to turn on site and exit in forward gear). This allows for Heavy Good Vehicles (HGV's) to conduct a three point turn before exiting the site. In terms of deliveries to site, there are approximately six deliveries per day on average. Service hours for the delivery of goods are between 8am to 4pm with no deliveries taking place at weekends.
- Retention of a staff parking area in extended part of the site.
- Continued use of the site for mixed use purposes/builders merchants, including trade counter in the main warehouse. Allmat is an existing builders merchants with a retail element. (Figure 2).

New elements

- Replacement storage containers (6 metres long by 2.4 metres wide and 2.4 metres high) and carcassing of a maximum of 5 metres in height in the main area.
- The extended part of the site is surplus to Sutton and Easy Surrey Water PLC's requirement. However occasional access is required in order to service the existing boreholes and drainage.

- Amendments have been submitted during the course of the application which included an update Planning Statement to accurately describe to full extent of the proposals, additional flood risk information, a Dust Air Quality Assessment, background document: Allmat Kenley Risk Report, landscape drawing and specifications, highway and cycle plan.



Figure 1: Showing extended part of the site used for storage of materials. This area is also used for staff parking closest to the railway.

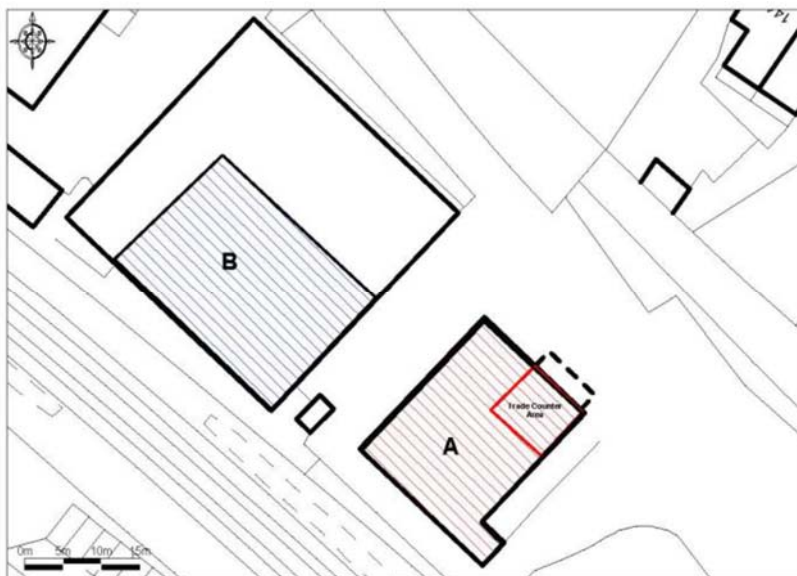


Figure 2: Building A includes the trade counter

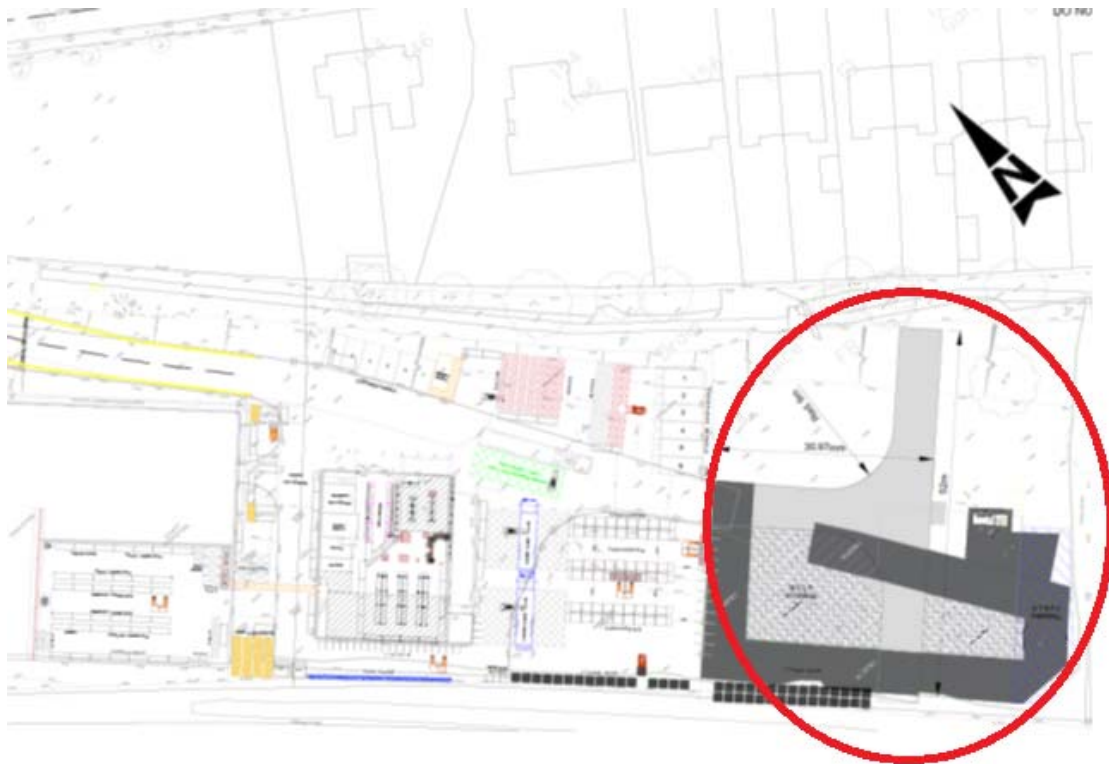


Figure 3: The proposal with the extended area circled in red

Site and Surroundings

- The site is used by Allmat Building supplies which is a builder's merchant.
- The land beyond the site to the west is Kenley Water Treatment Works.
- The site is located on the south side of Godstone Road (A22) with access provided towards the western end of the site (shared with the access to Kenley Water Treatment Works. The Public Transport Accessibility Level (PTAL) is 2.
- A railway line runs along the south western boundary with residential properties beyond.
- The site is in relative close proximity to residential properties which face onto Godstone Road and Bourne View.
- The sites lies in Flood Zone 2 and 3. It is also lies within an area at high risk of surface water flooding and a Source Protection Zone.
- The site lies within an Archaeological Priority Area.

Planning History

3.2 The planning history for the site dates back to 1970's. The following applications are considered to be most relevant:

91/01489/P: Use of chalk drying plant building for purposes within Class B8 and provision of 11 car parking spaces granted on 16 October 1991. This established the use and buildings on the site occupied by Allmat Building Supplies.

92/02125/P: Erection of 4 buildings comprising 6 two storey units for use for purpose within use classes B1 (business) and B8 (warehousing together with ancillary offices); formation of vehicular access and provision of 79 car parking spaces. Not implemented.

16/03253/P: Retention of extension of external storage area for building materials associated with the adjacent builders merchant and laying hardstanding to form a turning 'T' for delivery of vehicles. Withdrawn.

17/02302/LE: Use as Building Supplies Merchants and Trade Counter (sui generis use). Withdrawn.



Figure 4: Site outlined in red

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The site is currently occupied a Builder's Merchant. The principle of the development is acceptable.
- 4.2 The retention of the external storage area associated with the adjacent builder's merchants and the hard standing, new storage containers and carcassing will not have an overly harmful impact on the visual amenities of the area.
- 4.3 With a combination of additional landscaping, control over hours of use and dust mitigation and in view of the existing relationship officers are satisfied that the extended use of the site as a builders merchants (with associated stacking and external storage) would be acceptable in terms of the residential amenities of the adjoining occupiers.
- 4.4 The proposal would have no significant adverse impact on parking demand and pedestrian and highway safety.
- 4.5 The proposal will have an acceptable impact in terms of flood risk.

5 CONSULTATION RESPONSE

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

Historic England

Historic England have confirmed no further work is required.

Transport for London

TfL welcomes that information regarding the cycle parking have been provided. The measures put in place to reduce conflicts between pedestrians, cyclists and vehicles is also considered acceptable. TfL there have no further comments to make regarding this application.

Environment Agency

The Environment Agency have no objection to the application subject to details on CCTV and mitigations measures to be submitted for approval within 6 months.

Lead Local Flood Authority

The LLFA have no objection to the application subject to conditions.

6 LOCAL REPRESENTATION

6.1 The application has been publicised by way of 106 letters and site notices. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 52 Objecting: 52 Supporting: 0

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

Summary of objections	Response
<i>Residential amenity considerations</i>	
<ul style="list-style-type: none"> • Inappropriate for HGV and trucks to be in close proximity to residential properties - increase in noise • Noise assessment is flawed and inadequate • Increased activity, HGV's and vehicles is excessive in residential area • Unsuitable for operations proposed 	See Paragraphs 8.16 to 8.26
<ul style="list-style-type: none"> • Landscape scheme is inadequate • Visual intrusion from storage units and the scheme as a whole 	See Paragraph 8.16 to 8.17 See Paragraph 8.16 to 8.17
<ul style="list-style-type: none"> • Impact of fumes and building aggregates on health • Lack of an Air Quality Assessment • Dust, diesel fumes and nitrous oxide from HGV's is harmful to health 	See Paragraphs 8.19 to 8.26
<i>Highway safety and traffic</i>	
<ul style="list-style-type: none"> • A22 cannot handle the additional traffic and increase activity 	See Paragraphs 8.27 to 8.31

<ul style="list-style-type: none"> • Dangerous for pedestrians • Transport assessment does not include access only turning 'T' • The applicants submission and historic safety report is inaccurate and incorrect with regards to reversing on the A22 and the need for the turning 'T' 	<p>The applicants have clarified this issue. The HGV's are not currently reversing onto the A22 but onto the adjacent site (SES Water). The proposal allows HGVs to safely conduct a three-point turn prior to exiting the site in forward gear.</p>
<i>Environmental considerations</i>	
<ul style="list-style-type: none"> • FRA does not provide any additional mitigation for the new concrete area in a flood plain • Building on a floodplain and increase flood risk • Air pollution and air quality 	<p>See Paragraph 8.10 to 8.13</p> <p>See Paragraph 8.10 to 8.13</p> <p>See Paragraph 8.19 to 8.26</p>
<i>Other</i>	
<ul style="list-style-type: none"> • The site has never received planning permission for the retail element • The builders yard extension does not have planning permission and should not let this unlawful development remain • The business should be relocated and bought forward for housing • Inappropriate development of the scale in residential area- should be housing • Not carried on consultation with residents 	<p>The current application seeks planning permission for the retail element and the extension to the builder's yard.</p> <p>The planning merits of the application should be considered. This is not an allocated site for housing.</p> <p>The consultation for the application was carried out to meet statutory requirements.</p> <p>The applicants also held a meeting in June 2016 to discuss the proposals with local residents.</p>

6.3 Councillor Jan Buttinger [objecting] has made the following representations and referred the application to Planning Committee:

- There is no air quality assessment supplied
- Wish to challenge the noise assessment which has been supplied and object to that.

6.4 Representations have been made from the following local groups/societies:

- Glenside Residents Association [objecting] on the same grounds as those summarised in the table above.

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 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

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

7.4 Consolidated London Plan 2015

- 2.7 Outer London Economy
- 4.1 Developing London's economy
- 4.4 Managing Industrial Land and premises
- 4.8 Supporting a successful and diverse retail sector and related facilities and services
- 5.12 Flood Risk Management
- 5.13 Sustainable drainage
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local Character
- 7.8 Heritage Assets and Archaeology
- 7.14 Improving air quality
- 7.15 Reducing and managing noise
- 7.21 Trees and woodland

7.5 Croydon Local Plan 2018:

- SP3 Employment
- SP6 Environment and Climate Change
- SP8 Transport and Communication
- DM10 Design and Character
- DM18 Heritage Assets and Conservation
- DM23 Sustainable Design and Construction
- DM24 Land Contamination
- DM25 Sustainable Drainage systems and reducing flood risk
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

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. Flood Risk
3. Impact on the visual amenities of the area
4. Impact on the residential amenities of the adjoining occupiers and the environment
5. Transportation considerations

Principle of Development

8.2 There are several parts of this site and these will be explained below.

Overall use of the site and Trade Counter Area

8.3 There is permission for the use of the original site for B8 (Storage and Distribution) (91/01489/P). The business has evolved over time and Allmat are operating the B8 builders' merchant business with a retailing element (trade counter) on the site. However, the retail element of the business (the trade counter) falls within use class A1 and has not been granted planning permission. The current use of the site is therefore sui generis. The applicant previously attempted to establish that the use of site as a builder's merchant was lawful (through lapse of time) but was unable to prove, on the balance of probability that this use had been in place (continuously) for a period in excess of 10 years. In the absence of this evidence, the current application seeks to regularise the current mixed use of the site.

8.4 The Croydon Local Plan (Table 5.1) adopts a 4 tier approach to the retention and redevelopment of land for employment generating activities. This site is classed as a Tier 4 scattered employment site. The main use of site has been established since the 1990's. There are currently 19 full time employees and the majority of the customers are considered to be trade. The trade counter constitutes approximately 8.5% of the internal operational area (Figure 3 and 5). Whilst this area is primarily to assist customers who have pre-purchased stock and wish to collect, customers do turn up on the spot to place an order and purchase products 'off the shelf'. It is estimated that the ratio of trade sales to general customer sales is around 80:20 (by turn-over). The operation of this element of the site results in the use overall being sui generis as it is a mix of a B8 and A1 use. The retail sale element is a small component of the operation of this site (both in terms of area and turn over) and is a reasonable operation of this type of use and does not result in a conflict with the provision of an employment generating use. This element is therefore considered acceptable.

Warehouse Storage Areas

8.5 Building 'B' and most of Building 'A' set out in Figure 2 comprise warehouse space for the storage of building materials for sale. These areas are not accessible to the public. These areas constitute a B8 use class and are in line with the Tier 4 site classification.

External Storage Area and parking

- 8.6 Building materials are stores externally around the site. The main external storage area is located adjacent to Building A to the south west with some storage immediately outside Building A and Building B. This also includes five existing storage containers and carcassing. As part of the proposals, the storage containers are to be replaced with new storage containers. The full details of the appearance will be secured as part of a condition.



Figure 5: Extracts from the site layout plan showing the areas of retailing and main areas of external storage.



Figure 6: Photo of current storage areas and carcassing.

The area also includes 8 customer car parking spaces. The storage area and warehousing are B8 use class and are in line with the Tier 4 policy approach. The principle of this use is therefore acceptable.

Proposed Extended Area

8.7 The proposal also includes the extended area which is the area set out below.



Figure 7: The Proposed Extended Area

8.8 This area includes a “Turning Head” which provides a designated area that allows HGV’s to safely conduct a three point turn prior to exiting the site in forward gear. The blue hatch also shows staff parking. There is space for external storage and carcassing. Full details of the height, appearance and finish of the carcass will be subject to condition.

The “Turning Head”, car parking, carcassing and external storage areas are considered to be required for the overall function of Allmat’s operation and acceptable in principle subject to related amenity, flood risk and highway safety considerations.

8.9 To conclude on the principle issues, this application seeks to regularise an on-going breach of planning control resulting from the operation of the retail counter and creation of a mixed use and the use of the extended area. This sui generis use is primarily focussed around storage and distribution activities and constitutes an employment generating use and is therefore acceptable in principle. The reconfiguration and extension of internal and external storage and ancillary arrangements (parking, turning and servicing) contribute to the operation of the employment generating use and also contribute to the proper operation of the activities, the majority of which have been in place over a number of years.

Flood Risk

8.10 The site is located in Flood Zone 2 and 3 due to its proximity to the Caterham Bourne and is in an area prone to surface water flooding and groundwater flooding. The applicant has submitted a Flood Risk Assessment and an Addendum to the FRA as

part of their proposal. No objections have been raised by Environment Agency or the Lead Local Flood Authority, subject to the imposition of conditions. A number of comments received from local residents have suggested that the site should be more suitably redeveloped for residential purposes. The local planning authority is required to determine the planning application before it and in any case, the principle, of residential development is likely to be severely compromised, in view of the inherent flood risks associated with such use – with high levels of vulnerability.

8.11 The risk posed to the site from flooding is acknowledged. The existing use is classified by the Environment Agency's flood risk vulnerability classifications as "Less Vulnerable", which is an appropriate use in areas with this risk of flooding. The proposal does not involve significant alterations to ground levels, erections of large enclosed buildings or removal of flood storage capacity and so is not considered to have a significant potential to increase flood risk elsewhere. There would be a minor increase in surface run off due to increased hardstanding which would require mitigation. As such, subject to mitigation measures, the flood risk posed from and to the development would be acceptable.

8.12 The following list provides a summary of the mitigation proposed from the Addendum to the FRA for each flood risk related issue at the site:

- Surface water flood risk to and from the "Turning Head" – runoff is collected and discharged to the improved drainage system for the wider site.
- Flood risk from the Caterham Bourne – as outlined within the FRA, the management for the entire site will sign up to the Environment Agency Flood Warning System and a protocol to be followed on receipt of a warning has been established (see FRA). An emergency protocol has also been established for implementation if the Caterham Bourne is running at full capacity.
- Flood risk from groundwater – the "Turning Head" is above the existing ground level. Although there is a risk of groundwater emergence, it would not be considered necessary or appropriate to raise the level of the "Turning Head". Given the "Turning Head" is of a low vulnerability classification (in relation to the NPPF vulnerability classifications) this level of risk is considered acceptable. The drainage pipework has been designed in consideration of uplift as a result of a high ground water level.
- In relation to pollution risk associated with flooding, no hazardous materials will be stored on the site. This will prevent the mobilisation of pollutants from the site during flood conditions and ensure that the development of the "Turning Head" does not increase the risk of pollution events in the Caterham Bourne. There are no other known sources of flood risk to the site, or that would arise from the installation of the "Turning Head" that would require mitigation.

8.13 The above flood risk mitigation measures are considered suitable for the site.

Impact on the Visual Amenities of the Surrounding Area

8.14 The site is located approximately 10.2m distance from the rear of the properties in Garston Gardens (along Godstone Road), approximately 15.95m from Bourne View and approximately 16.88m from Glenside Close and Valley Road.

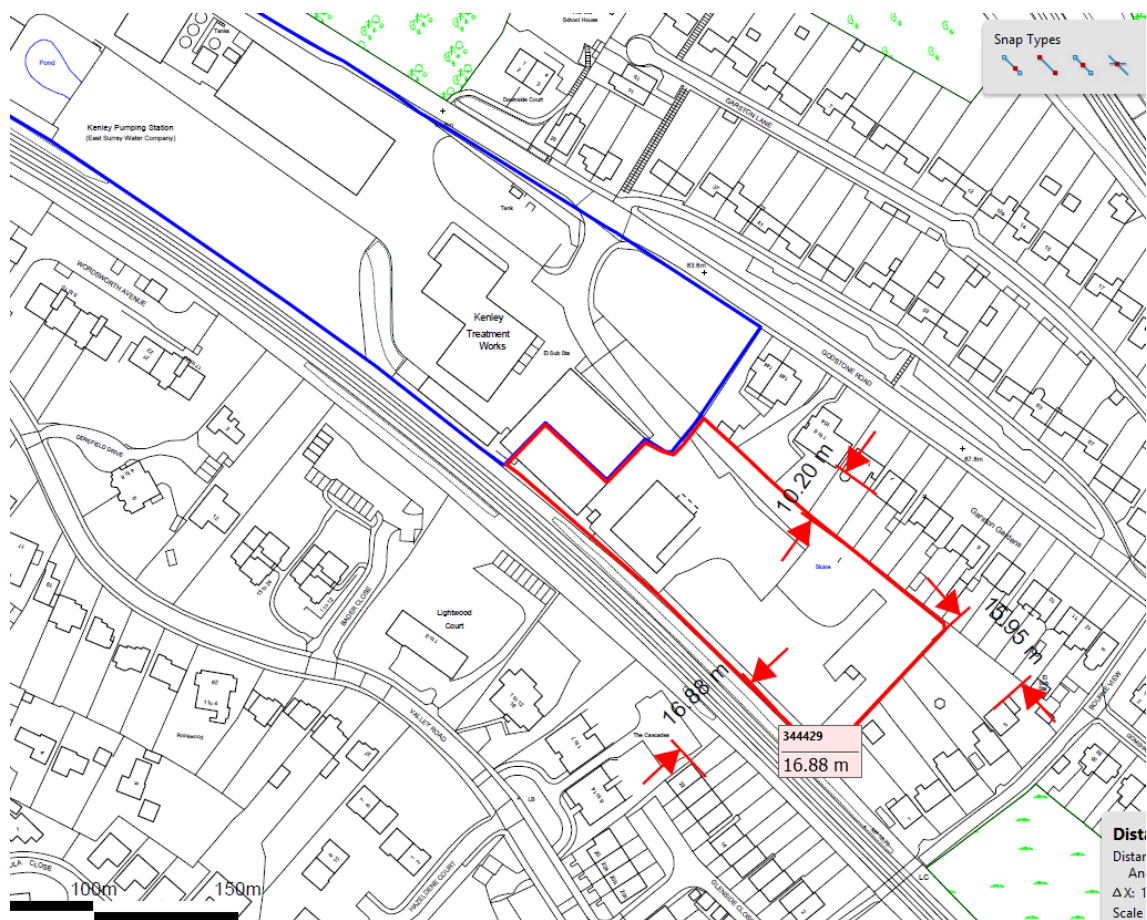


Figure 8: Distances from neighbouring properties

8.15 The applicants have submitted a detailed landscaping plan that provides additional planting across the site in order to infill a number of existing gaps along the shared boundaries. Considering that the existing building company has been operating from the site since the 1990's, the overall impact on the appearance and character of the area is acceptable and there would be adequate visual screening from these properties and users of Godstone Road.

Impact on the residential amenities of the adjoining occupiers and the environment

8.16 In terms of neighbouring amenity, the main impact would be on the occupiers of Garston Gardens, Bourne View, Glenside Close and Valley Road, However, it should be noted that the properties in Glenside Close and Valley Road do not directly adjoin the site and are separated by a railway line and a distance of approximately 16.88m.

8.17 Whilst there have been a number of objections relations to noise, disturbance and visual intrusion, the site is located at the far end of these gardens. There is also an existing buffer strip of landscaping including the boundary facing the railway lines and Valley Road. The applicant has also submitted a landscaping plan that provides additional planting across the site in order to infill a number of existing gaps along the shared boundary and to help to screen the development. This is a comprehensive landscaping strategy and will be secured by the way of a planning condition.

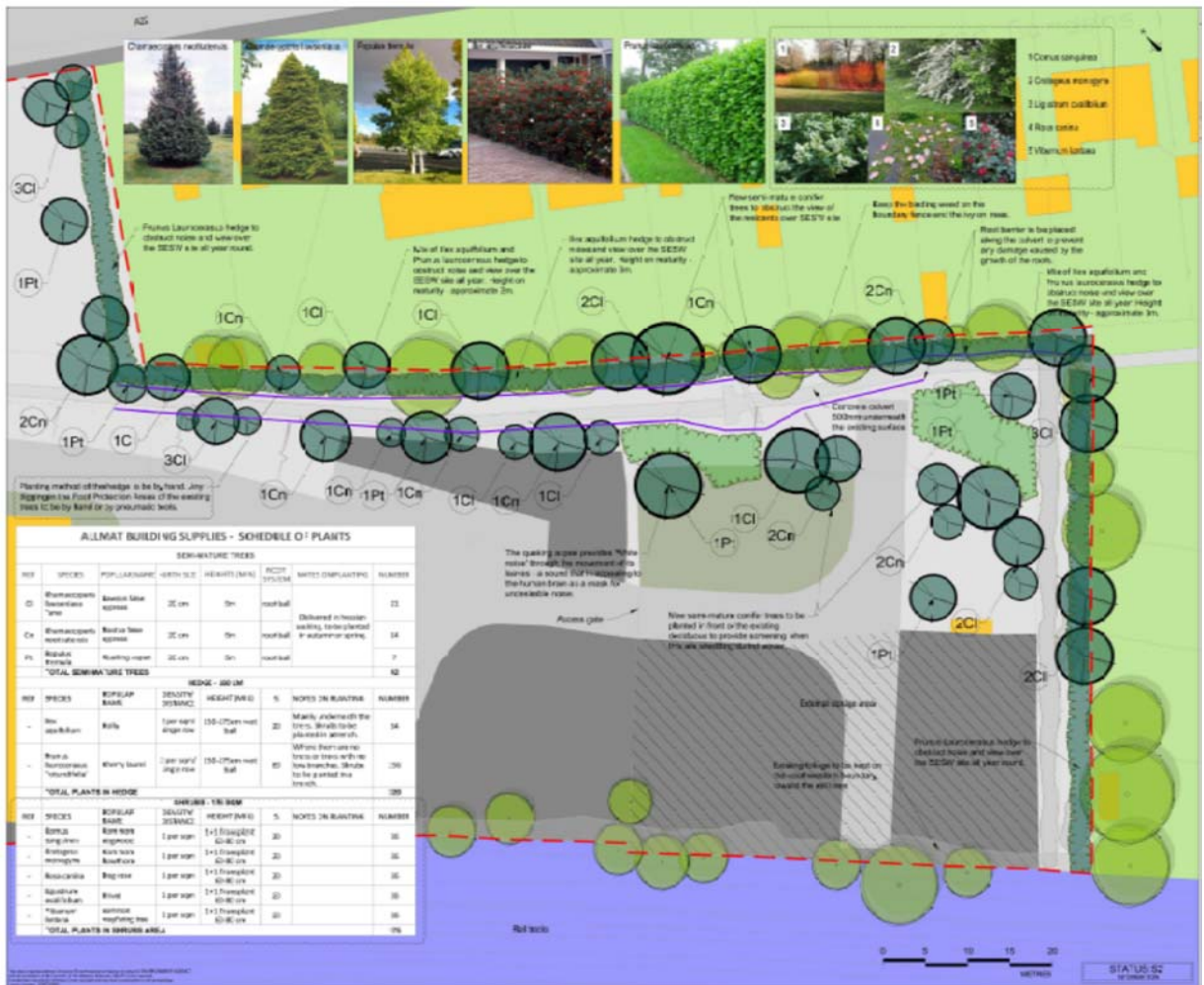


Figure 9: Landscaping plan

8.18 It is also important to note that the site has been used by some form of builder's merchants since the 1990's and the impact of the builder's merchants on the local amenity is well established. The extended area is only for the "Turning Head", storage and staff parking and therefore resulting in a slight intensification of the use. The main business is within the established area. The application is accompanied by an Acoustic Impact Assessment, Acoustic Management Plan and Noise Management Plan. The business premises are open from 7am to 5pm on weekdays and 8am to 12pm on Saturdays. There are no deliveries on Saturdays. Some Allmat employees begin to arrive on site at 6am with the remainder having arrived by 7am. Employees typically leave by 6pm. These activities will continue – controlled through use of planning conditions.

8.19 The Acoustic Impact Assessment (dated 11th September 2018) conducted by Atkins, for the applicants, was carried out in accordance with the relevant British Standard 4142:2014 "Methods for rating and assessing industrial and commercial sound" (BS 4142). It is worth noting a comparison has been made in the reports based on the highest lorry turn event sound and train pass sound levels. It can be seen in the table below and it can be seen the sound levels from the train pass are higher than the lorry turn event sound levels. This result shows that properties are already subject to higher sound levels from regular occurring acoustic events such as trains (which are 8 per hour- 4 each way).

Item	Event	
	Lorry turn, t = 64 s	Train pass, t = 30 s
Equivalent continuous sound level $L_{Aeq,t}$ at receptor R1	53 dB	59 dB
Maximum sound level $L_{Amax,F}$ at receptor R1	62 dB	68 dB

8.20 The Council's Pollution Team have also reviewed the documents and concluded this is robust and satisfactory in its methodology and conclusions that the impact on residential properties is acceptable. It concludes:

“BS 4142 assessment of the typical HGVs driving on the turning ‘T’ has indicated no adverse acoustic impact. This conclusion is supported by the results of the comparison between the sound levels generated by a HGV turning event and a typical train pass – the latter event occurs more frequently and has been predicted to result in higher sound levels at the sensitive receptors. This result provides a further indication of no potential adverse impact from the HGV Sound emissions should therefore not constitute a constraint with regards to the planning application for the proposed use of the HGV turning facility.”

8.21 This conclusion is accepted by the Council's Pollution Team. The assessment also recommends measures for further mitigation in an Acoustic Management Plan. This is subject to planning condition.

8.22 In the interests of good management and further minimising impact on neighbouring residents, a Noise Management Plan has been prepared by the applicants which concentrates on driver behaviour and good practice. This is also subject to planning condition.

8.23 There have also been objections relation to dust, air quality and particles, fumes and human health. The Council's Pollution Team have reviewed the application with regards to these matters.

8.24 Due of the nature of the site operation an Air Quality Dust Risk Assessment (AQDRA) was required instead of an Air Quality Assessment and was duly submitted by the applicant (conducted by Phlorum – dated November 2018). This focuses on fugitive emissions of dust and fine particulate matter (PM10 & PM2.5). The assessment was conducted in accordance with The UK Air Quality Strategy (UKAQS), the Local Air Quality Management regime under the Environment Act 1995, the National Planning Policy Framework (NPPF), Local Planning Policy and the London Plan. Its methodology was based upon Guidance from the Institute of Air Quality Management. The Council's Pollution Team stated that the methodology and conclusions are quite satisfactory. The assessment concluded that:

“the risk of significant impacts due to the operation of the site, in the absence of mitigation, was low. With the adoption of appropriate mitigation measures, as detailed in this report and in Appendix A, dust emissions should not cause any significant off-site effects.”

8.25 The Council's Pollution Team recommended that the applicant observed the recommendations of the AQDRA, including all mitigation measures such as site

management including contact details, no idling vehicles, water sprays and damping down on dry days. This is secured by condition.

8.26 Overall the proposal would not have a significant adverse impact on the amenity of neighbouring residents or the environment.

Transportation Considerations

8.27 The applicant has submitted a Transport Statement and Delivery and Service Plan with the application. The “Turning Head” would allow large vehicles to easily turn safely separately from the operations of the rest of the site and so avoid staff, customers, parked/ moving cars and building products. No alterations are proposed to the access of the site to Godstone Road.

8.28 Vehicles would then be able to use the turn facility to turn around and leave the site in a forward direction. This will improve the operational safety of the yard as vehicles will manoeuvre in a separate area to vehicles being loaded and unloaded, customers walking around the site and vehicles parking. A vehicle swept path analysis is included in the Transport Statement report which demonstrates that the largest expected vehicle could satisfactorily manoeuvre in the site. The applicant has stated currently, HGV’s conduct unsafe and dangerous manoeuvres onto Godstone Road in order to exit the site. Therefore facilities available to enable HGV’s to enter and exit in forward gear should be welcomed.



Figure 10: Vehicle Entry/Exit Procedures

8.29 There are approximately six deliveries per day on average, with no deliveries taking place on Saturdays. The vehicles range from vans to articulated vehicles. On average, it takes around 20 minutes to unload a typical delivery.

8.30 The proposed customer parking allocation (7 spaces) with 1 disabled person’s space is acceptable. There is also space for staff parking and cycle parking in the extended area.

8.31 It is important to note this is an existing builders merchants, with existing HGV's and movements. The staffing levels and business has not increased due to the provision of the additional area for additional storage area, staff parking or the "Turning Head". The proposal would represent a safer internal configuration to allow easier access and egress from the highway and so is considered to be beneficial.

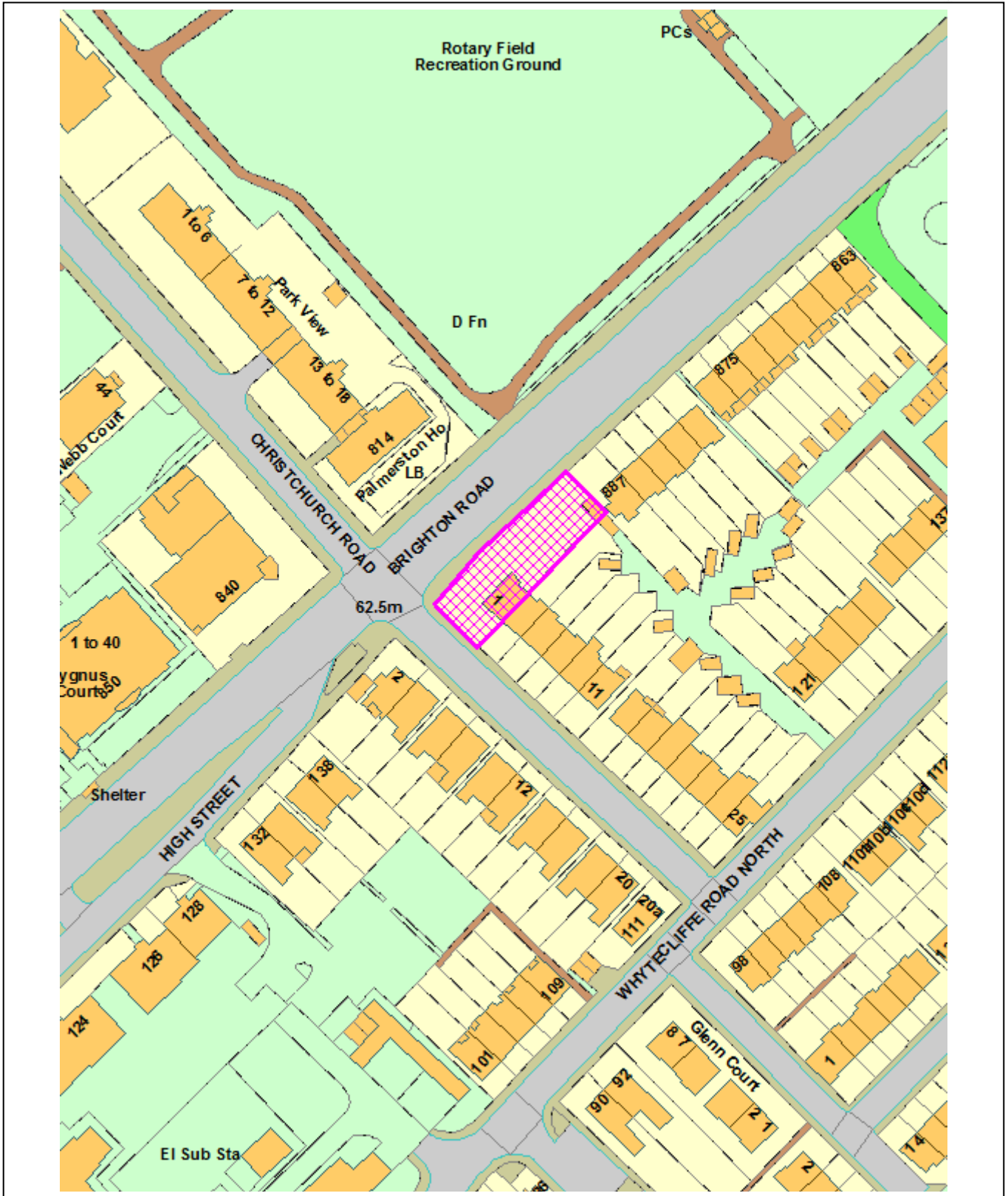
Conclusions

8.32 The recommendation is to grant planning permission. The principle of development is considered acceptable within this area given the historic use of the site over many years. The retention of the external storage area associated with the adjacent builder's merchants and the hard standing, new storage containers and carcassing would not be overly harmful on the visual amenities of the area.

8.33 With a combination of additional landscaping, control over hours of use and dust mitigation and in view of the existing relationship, officers are satisfied that the extended use of the site as a builders merchants (with associated stacking and external storage) would be acceptable in terms of the residential amenities of the adjoining occupiers along with the impact on the highway conditions. To conclude, the proposal would be acceptable and in accordance with the relevant policies.

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

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PART 6: Planning Applications for Decision

Item 6.2

1 APPLICATION DETAILS

Ref: 19/00547/FUL
 Location: 1 Christchurch Road, Purley, CR8 2BZ
 Ward: Purley Oaks and Riddlesdown
 Description: Demolition of single storey rear extension. Erection of 2/3 and part 4 storey side/rear extension and conversion of existing building to provide 7 apartments including associated landscaping, parking, cycle and refuse storage.
 Drawing Nos: Existing Site Location Plan 209-D-00, Existing Site Plan 209-D-01, Proposed Site Plan 209-D-02-Rev A, Existing Floorplans 209-D-03, Existing Elevations 209-D-04, Existing Elevations 209-D-05, Proposed Ground Floor Plan 1:200 209-D-06 Rev A, Proposed Ground Floor Plan 1:100 209-D-07 Rev A, Proposed First Floor Plan 209-D-08, Proposed Second Floor Plan 209-D-09, Proposed Third Floor Plan 209-D-10, Proposed Roof Plan 209-D-11, Proposed Finished Floor Levels 209-D-50, Landscaping 1818-GUA-DR-L-001 Rev P02, Proposed South West Elevation 209-D-12-Rev A, Proposed North West Elevation 209-D-13 Rev A, Proposed North East Elevation 209-D-14-Rev A, Proposed South East Elevation 209-d-15-Rev A
 Agent: Mr Justin Owens
 Case Officer: Mr Tim Edwards

	1b2p	2b3p	2b4p	3b4p	3b5p	Total
Existing				1		1
Proposed	1	2	2	1	1	7

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
2	15

1.1 This application is being reported to Planning Committee at the request of Cllr Simon Hoar and in view of the fact that representations in excess of the Committee Consideration Criteria have been received.

2 RECOMMENDATION

That the Planning Committee resolve to GRANT full planning permission subject to

A. The prior completion of a legal agreement to secure the following planning obligations:

The restriction of car parking permits for further residential occupiers of the development

- B. That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) Submission of the following to be approved and thereafter retained: Finished floor levels, EVCP (including spec and passive provision), boundary treatments and enclosures, balustrading, SUDs
- 3) Landscaping to be provided prior to occupation and maintained for 5 years
- 4) Details of materials to be submitted and approved (including samples)
- 5) Level access to be provided and retained
- 6) No windows other than as shown and those shown as obscurely glazed shall be provided and retained as such
- 7) To be provided as specified prior to occupation: parking spaces and access, refuse and cycle stores, visibility splays
- 8) Permeable forecourt material
- 9) Demolition, Construction Logistics and Environmental Management Plan to be submitted
- 10) The development must achieve 19% CO2 reduction beyond Building Regulations
- 11) The development must achieve 110 litres water per head per day
- 12) In accordance with FRA
- 13) Flat roofs not be used as balconies
- 14) Time limit of 3 years
- 15) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Demolition of an existing single storey rear extension and erection of a part 2, part 3 and part 4 storey side/rear extension

- Conversion/use of the extended building into 7 flats (1 x 1 bedroom and 4 x 2 bedroom flat and 2 x 3 bedroom duplex units)
- Provision of two 2 parking spaces accessed off Christchurch Road

Site and Surroundings

- 3.3 The application site lies on the corner of Christchurch Road and Brighton Road in Purley. The property is an end of terrace dwelling house, with a vehicular access off Christchurch Road to the front of the site. Land levels are generally flat.
- 3.4 The surrounding area is largely residential in character. Christchurch Road is generally made up of semi-detached and terraced properties of traditional character, but exhibiting varying designs and built forms. Brighton Road is immediately to the east of the site, consisting of a mix of detached and semi-detached buildings, with some larger flatted developments and commercial properties, particularly west of the application site and towards Purley District Centre. The site has a PTAL rating of 5 (intimating high levels of public transport accessibility).
- 3.5 The site lies within Flood Zone 2 and 3 and in an area of high risk of surface water flooding, as identified by the Croydon Flood Maps.

Planning History

- 3.6 The site has been the subject of a number of previous planning applications including;
- 3.7 07/00754/P – Erection of attached two bedroom house and boundary wall/railings; extension of vehicular access and provision of associated parking – Approved 5 June 2007.
- 3.8 10/00938/P – Erection of attached two bedroom house and boundary wall/railings; extension of vehicular access and provision of associated parking (renewal of planning permission 07/00754/P) – Planning Permission approved 4 June 2010
- 3.9 15/04556/P - Erection of attached two bedroom house and boundary wall/railings, extension of vehicular access and provision of associated parking – Planning Permission refused on 4 December 2015
- 3.10 16/01596/P - Erection of attached two bedroom house and boundary wall/railings; extension of vehicular access and provision of associated parking – Planning Permission granted on 8 November 2016.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is a sustainable location for new dwellings and the principle of redevelopment to provide additional housing is acceptable.

- The proposal would contribute positively to borough-wide housing targets and would deliver 6 additional units on site, replacing the existing house with a three bedroom (5 person) family sized unit.
- The scale and layout of proposed built form is considered to be appropriate for the site and the contemporary design approach executed with high quality materials and finishes would respect the surrounding character of the area.
- The proposal avoids unacceptable harm to the neighbours' living conditions.
- 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 would be suitable, given the mix of units and the sustainable location.
- Access and turning arrangements for vehicles would not impact on the safety or efficiency of the public highway.
- Other matters including flooding, sustainability, landscaping can be appropriately managed through condition.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

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

No of individual responses: 41 Objecting: 41 Supporting: 0

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	
Character of the area – overdevelopment, design out of keeping, materials, landscaping	Refer to the Townscape and Visual Impact section of this report and paragraph 8.6 in relation to overdevelopment.
Impact on residential amenity of adjoining occupiers – loss of privacy, loss of daylight and sunlight, noise and disturbance, pollution	Refer to paragraphs 8.17-8.21 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.
Flood risk and drainage	Refer to paragraph 8.36 of this report

Poor standard of accommodation does not provide family accommodation	Refer to paragraph 8.2-8.7 of this report
Increased traffic congestion and detrimental to highway safety and efficiency.	Refer to paragraphs 8.27-8.33 of this report.
Inadequate parking provision for both residents and visitors	Refer to paragraphs 8.27-8.28 of this report

6.3 Councillor Simon Hoar has objected to the scheme, making the following representations:

- Overdevelopment of the site
- Design of the proposal is out of keeping with street and is better suited in scale for a town centre location.
- Loss of light to neighbouring properties
- Overlooking neighbouring properties
- Insufficient parking

6.4 Due to the sites location within Flood Zone 3, the Environment Agency were consulted. The EA originally objected to the application, but following the submission of further details, they have withdrawn their objection and proposed a number of conditions to be implemented in relation to the proposal.

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 February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 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 Parking
- 7.2 Designing out crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM24 Land contamination
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

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

- Suburban Design Guidance (SDG) (SPD) (2019)

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;
- Trees and landscaping;
- Other planning matters

Principle of development

8.2 The London Plan and Croydon Local Plan support the delivery of new housing in sustainable locations, to address the need for new housing to suit local communities. Windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the Capital, helping to address overcrowding and affordability issues.

8.3 Policy SP2.7 supports the provision of new family sized dwellings, with a strategic target of 30% of all new dwellings across the borough to be family sized. Policy DM1.2 supports this aim by preventing the loss of small family homes by restricting the net loss of units with three bedrooms or a floor area of less than 130sq.m and this requirement to retain or re-provide family sized homes has been upheld by several recent appeal decisions.

8.4 The existing dwelling is smaller than 130sq.m and therefore is protected by Policy DM1.2. The proposal would re-provide an equivalent dwelling and overall 29% of the proposed dwellings would have three or more bedrooms. Taking into account the proposed 2-bedroom (4 person) units, the percentage of family units would rise to 57% and the development would contribute towards the 30% strategic target. It would therefore comply with Policy DM1.2 and provide an acceptable level of family accommodation.

8.5 The proposed unit mix includes 1x1 bedroom (2 person) unit, 2x2 bedroom (3 person) units, 2x2 bedroom (4 person) units, 1x3 bedroom (four person) unit and a 1x3 bedroom (5 person) unit. Two of the 2-bedroom units would be suitable for 4 occupants and therefore these, in addition to those with three bedrooms, can be considered a form of small family sized housing (for the first three years of the Croydon Local Plan). This is considered an acceptable mix, which reflects the need to deliver family sized housing and whilst maintaining the site's suburban character and remaining proportionate to the site's limited public transport accessibility.

- 8.6 Given the proximity to Purley District Centre and the A223 arterial route, the site has a urban setting with a PTAL rating of 5 and as such the London Plan indicates that density levels ranges of 200-700 habitable rooms per hectare (hr/ha) are appropriate. The proposal would result in a density level of 400hr/ha, which is within the range supported by the London Plan. In the context of the location and given the size of the building it is not considered the development would be of an unacceptable density and makes optimal use of the site.
- 8.7 The site is located within an existing residential area and subject to policy compliance in other respects, the principle of redevelopment is supported.

Townscape and Visual Impact

- 8.8 The application site is situated at the junction of Christchurch Road and Brighton Road which forms a transition zone between the taller residential and commercial buildings found in Purley District Centre and the 2-3 storey houses in Christchurch Road and neighbouring streets.
- 8.9 The proposal comprises the demolition of single storey rear extension and erection of part 2, part 3 and part 4 storey side/rear extension to facilitate the conversion of the existing building and the use of the extensions to provide a total of 7 self-contained apartments.
- 8.10 The following images show the proposed site arrangement and the proposed development viewed from Brighton Road.



Figure 1: CGI Visualisation of the proposed development

- 8.11 The proposed design approach would be unashamedly contemporary in appearance whilst making reference to the features and materials present in the surrounding area. Given the contemporary approach, it was considered worthwhile for the applicants to present their scheme to the Croydon Place Review Panel. The Panel applauded the ambition in pursuing the design approach and considered that whilst the scheme required further refinement, it could result in an important benchmark for intensification of suburban locations.

- 8.12 The proposed building would continue the height of the existing terrace on Christchurch Road before stepping up to turn the corner at four storeys then stepping back down to three storeys on the Brighton Road frontage. The design would utilise the geometry of the roof forms found in the neighbouring properties to create a strong corner feature. Whilst the height of proposed building would exceed that of the immediately adjacent properties, surrounding properties on Brighton Road are taller than the proposal and the corner location of this site makes it suitable to accommodate increased height and massing.
- 8.13 The approach of utilising features found in surrounding properties and giving them a contemporary twist is further supported by the use of facing materials that reflect the elevational treatment of neighbouring properties. A particular example of this being the use of red and white bricks to reflect the brick and white render combination found in surrounding properties. The tile hanging proposed also reflects materials found elsewhere in the immediate vicinity. To ensure the materials are of the required high quality a condition requiring samples to be submitted is recommended.
- 8.14 It is considered the proposed building would result in a contemporary reinterpretation of local character, which is supported in the Council's SDG (2019) and would meet the expectations of Policy DM10.1 which seeks to achieve high quality development and encourages a minimum height of 3 storeys.
- 8.15 A landscaping layout and planting schedule has been provided with the application. This includes areas for planting along the site frontages and as part of the amenity space which should help integrate the development into its setting. Refuse and cycle storage would be integrated into the landscaping design with storage areas in the frontage of the site and within the building envelope, helping to ensure the approach is suitably coherent. The storage areas provided would accord with policy requirements.



Figure 2 Proposed Site Layout Plan

- 8.16 Overall, the proposed development would represent a high quality addition to the street scene providing a building that is respectful to local character whilst seeking to intensify the site to provide additional residential units.

Impact on Neighbouring Residential Amenity

8.17 The properties most affected by the development would be the immediate neighbours (3 Christchurch Road and 887 Brighton Road).

3 Christchurch Road

8.18 This single family dwelling-house adjoins the site to the south-east, as the adjacent dwelling in the row of terraced properties on Christchurch Road. The proposal has been designed to avoid any unacceptable overlooking through the use of obscure glazing in any windows above ground floor level in the side elevation of the extension facing the neighbour's amenity space. A condition to retain the obscuring glazing for the lifetime of the development is recommended

8.19 Whilst the proposed rear extension would not follow the 45 degree expectation as contained within the SDG (2019), it is considered that as the extension would be north of the rear elevation of the adjoining properties the impact of overshadowing would be minimal and within acceptable limits; adequate outlook and light would be maintained. Overall, in view of the position, orientation and design approach, officers are satisfied that the amenities of this immediate neighbour would be suitably maintained.

887 Brighton Road

8.20 887 Brighton Road adjoins the site to the north east, as the end of terrace property on the Brighton Road frontage. Given the positioning of the two sites the development would not project beyond any sensitive building lines and is therefore considered to have limited impact in relation to any overshadowing or visual impact. In privacy terms, no windows are proposed in the flank elevation facing onto the front forecourt of this adjacent property. The proposal would therefore not result in any unacceptable overlooking between the proposal and the adjoining property.

8.21 Whilst the proposed development is likely to generate additional comings and goings to/from the site, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.

The standard of accommodation for future occupiers

8.22 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards. With the exception of Flat 6, all units are dual aspect with adequate outlook. Whilst Flat 6 would be single aspect northwest facing (to ensure no unacceptable overlooking of neighbouring occupiers occurs) the unit would enjoy a relatively large balcony fronting onto Brighton Road and with the site constraints, officers are satisfied that the single aspect nature of this unit would be acceptable.

8.23 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. Each unit would benefit from private amenity space (in the form of rear gardens to the duplex units or

balconies to each of the flats) which would meet or exceed these minimum private open space requirements.

- 8.24 In addition to private amenity spaces, the proposal includes children's play-space within the frontage of the property, which is to be secured by a planning condition in line with London Plan Policy 3.6 and the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'.
- 8.25 Given the layout of the proposed units, most with their own separate ground floor entrance and being split across two floors, it is not reasonable or practical for a lift to be incorporated into the design of the building. Nevertheless, the accesses for all units on the ground floor and the communal access are step free. Taking into account this is the conversion of an existing building the layout is considered to be acceptable in terms of accessibility.
- 8.26 The development would provide high quality accommodation including of family sized housing all with adequate layout, space, and amenities for future occupiers.

Parking and Highways

- 8.27 The site has a PTAL rating of 5 which indicates good accessibility to public transport. The London Plan sets out that in urban areas with PTAL rating of 5 to 6 the maximum parking provision should be up to one space per unit. However, with a clear aspiration that "all developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit". This approach is supported in the Council's SDG (2019) setting out that the Borough will encourage lower parking provision than the maximum standards in areas with good connectivity to the wider public transport network.
- 8.28 The proposal provides 2 car parking spaces on site for the 7 flats, given the high PTAL and in particular the regular bus services on Brighton Road it would be entirely feasible to live at the site without car dependence. It is considered that the level of car parking is in accordance with the expectations of current transport policy in seeking to reduce-on site parking and encourage sustainable methods.
- 8.29 It is recommended that the car parking spaces are provided prior to occupation and permanently retained thereafter. The application site is included within the Purley Controlled Parking Zone and in order to encourage limitations on car use and to manage on street car parking in the immediate vicinity it is considered prudent to restrict the take up of car parking permits by future residents of the development. This will be delivered through the use of a S.106 Agreement. The provision of electric charging points will also be secured through the use of a planning condition.
- 8.30 The proposal would result in a new vehicle access off Christchurch Road, albeit in a broadly similar location and similar dimensions to the existing access point. The parking layout permits access and exit movements in a similar fashion to the existing arrangements with a slight improvement given the access is shifted

further away from the junction with Brighton Road. The proposed layout is considered acceptable.

- 8.31 Dedicated, covered and secure cycle storage is proposed for the apartments, which would be attractive for users and well overlooked to allow good security. The cycle storage facilities would comply with the London Plan standards. Indicative plans have been submitted and further details of the store, including the appearance, materials, size and type of stands size will be secured by a condition.
- 8.32 There would be a number of bin stores located within the frontage of the property, all of which are within the maximum pulling distance of 20metres from the street. It is considered that the proposed bin store is capable of accommodating the required minimum capacity for the proposed development. Details of the stores, including the materials and appearance will be secured by a condition.
- 8.33 The site layout would be capable of accommodating all construction vehicles on site for the duration of the construction process. A Demolition, Construction Logistics and Environmental Management Plan will be required by a condition before commencement of work, particularly given the proximity to the junction of Christchurch Road with Brighton Road. This should also outline measures to minimise noise and dust impacts, and disruption to neighbours.

Trees and Diversity

- 8.34 There are no trees of significance on the site. A landscaping strategy including a planting schedule has been provided which shows there is adequate space for soft landscaping to be provided to help integrate the extensions into the site and soften the appearance of the hardstanding, which is to be provided as permeable paving. The planting areas will also be important to introduce defensible space for the ground floor units and to provide privacy for the amenity spaces. A condition should be imposed to ensure the development is carried out entirely in accordance with this document.
- 8.35 The site is currently a residential garden on a corner plot and is not in close proximity to any designated sites for nature conservation so the ecological and biodiversity value of the site is likely to be limited. It is recommended an informative be included on the decision notice to advise the applicant to refer to the standing advice by Natural England, in the event protected species are found on site.

Flood Risk

- 8.36 The application lies within Flood Zones 2 and 3, in a surface water and ground water flood risk area. A Flood Risk Assessment has been provided by the applicant. This has been reviewed by the Environment Agency given the location of the site in close proximity to Brighton Road which has experienced flood events in the recent past. The Environment Agency raised concerns with the applicants Flood Risk Assessment on the basis that further information was necessary to ensure that the proposed units were adequately protected against

flood events. Additional information has now been provided to the Environment Agency and they have removed their objection and subject to a condition requiring finished floor levels to be set at a specific height are content with planning permission being granted. A condition is recommended to secure this and to ensure the applicant complies with the recommendations of their Flood Risk Assessment.

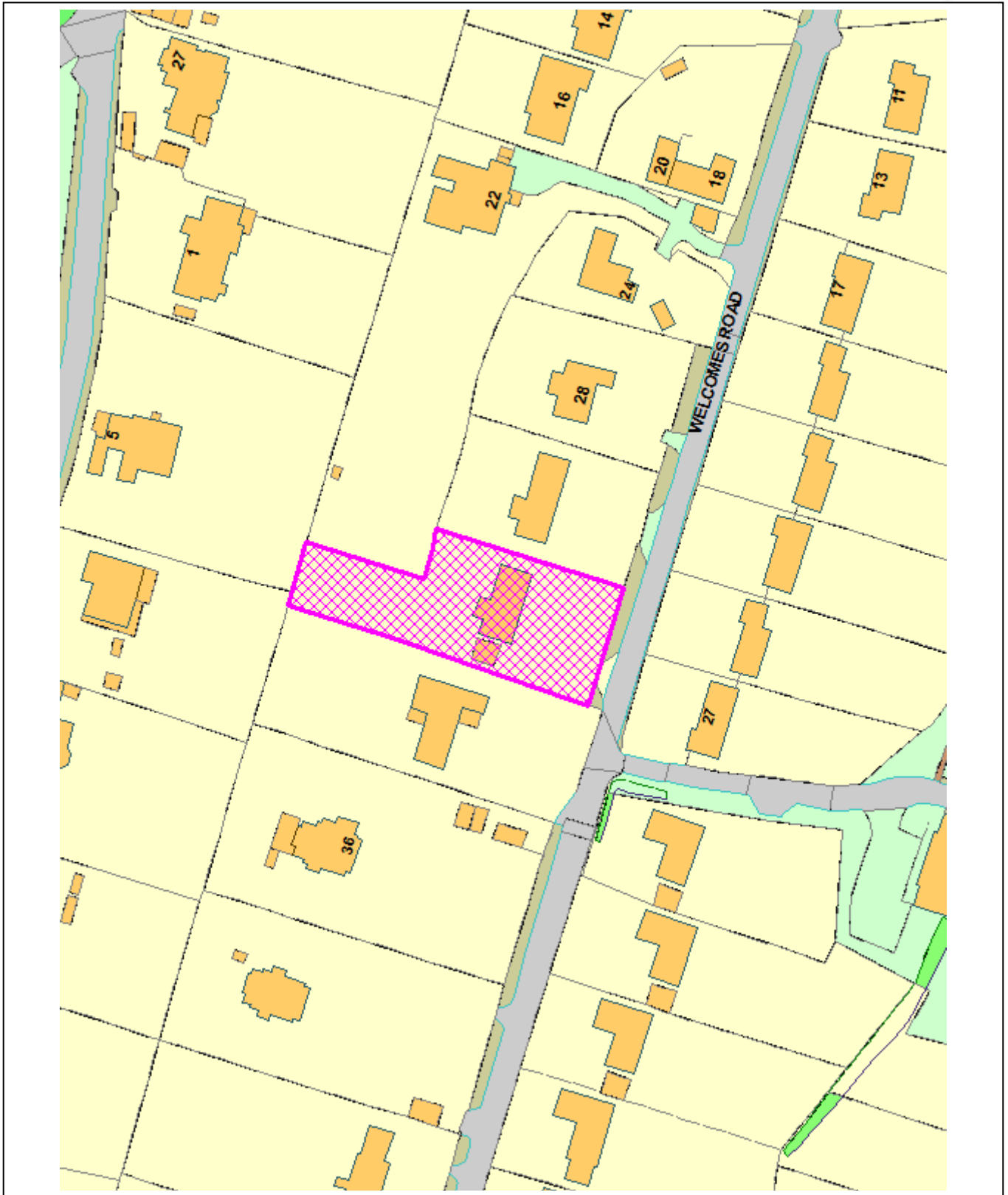
Other planning matters

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

Conclusion

- 8.39 The site is in a sustainable location for new housing development, and the scale, size and amount of development is appropriate for its setting. The new dwellings would provide a good quality and appropriate mix of family sized housing types, supported by car parking, cycle storage and bin storage. The impacts to neighbours would be largely limited to the construction period and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions.
- 8.40 The proposal would comply with the Croydon Local Plan 2018 and would be acceptable. Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.
- 8.41 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted 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 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/05006/FUL
 Location: 32 Welcomes Road, Kenley, CR8 5HD
 Ward: Kenley
 Description: Demolition of existing building: erection of a three storey building comprising 9 units and formation of associated vehicular access and provision of 9 off-street parking spaces, cycle storage and refuse store.
 Drawing Nos: CX10-S1-101B; CX10-S1-102; CX10-S1-103B; CX10-S1-104B; CX10-S1-105B; CX10-S1-106B; CX10-S1-107B; CX10-S1-108B; CX10-S1-109B; CX10-S1-110B; CX10-S1-111B; CX10-S1-112B; CX10-S1-113; CX10-S1-114B; CX10-S1-115A; CX10-S1-116B; CX10-S1-117A; CX10-S1-118B; CX10-S1-119B; CX10-S1-120B; CX10-S1-121; Front Drive / Private Garden Hard Landscape Proposal A 01; Front Drive / Private Garden Soft Landscape Proposal A 01; Rear Garden Hard Landscape Proposal A 01; Rear Garden Soft Landscape Proposal A 01; Planting Schedule received 26/03/2019; Tree Specifications received 26/03/2018; Specification for planting specimen trees received 12/08/2018; Arboricultural Report dated 08/09/2018 received 12/08/2018.
 Applicant: Mr Rafael Porzycki of Aventier Ltd
 Case Officer: Nathan Pearce

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

1.1 This application is being reported to Planning 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. Details of facing materials
3. Detailed drawings – Land levels
4. Details of car and cycle parking
5. Hard and soft landscaping to be submitted
6. 19% reduction in CO2 Emissions
7. 110l Water Restriction
8. Permeable forecourt material
9. Trees – Details in accordance with AIA
10. Tree Protection Plan
11. Visibility splays
12. Construction Logistics Plan
13. FRA
14. Windows
15. Time limit of 3 years
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

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

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a three storey building which includes accommodation in roof-space
- Provision of 7 x 2 bedroom flats (6 x 3 person and 1 x 4 person) and 2 x 3 bedroom flats.
- Provision of 9 off-street spaces including one disabled bay.
- Provision associated cycle stores within the building and external refuse store at the front of the building.

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

- Internal alterations to the layout of the units
- Widening the building on both sides at ground floor

Site and Surroundings

- 3.3 The application site is a large detached property situated on the western side of Welcomes Road (set within a large expansive plot).
- 3.4 There is a significant change in levels within the site. As with the other properties in the area, the site slopes up significantly from Welcomes Road to a higher level at the rear of the plot. A retaining wall is required between the front elevation and the hardstanding due to this change in levels.
- 3.5 The surrounding area is mainly residential in character and many of the properties occupy fairly generous plots. Whilst there is no distinct style in regard to the properties along Welcomes Road, the majority of properties appear to be single family dwellings.



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

Planning History

- 3.6 There are no recent planning applications that are significant.

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 would provide an appropriate mix of units including three-bed units and smaller family 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 the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 18 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups (Welcomes Road and Uplands Road Residents Association) in response to notification and publicity of the application are as follows:

No of individual responses: 101 Objecting: 99 Supporting: 2 Comment: 0

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

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.5 – 8.6
Loss of family home	Addressed in the report at paragraphs 8.5
Poor quality development	Addressed in the report at paragraphs 8.23 – 8.27
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.8 – 8.15
Massing too big	Addressed in the report at paragraphs 8.8 – 8.15

Over intensification – Too dense	Addressed in the report at paragraph 8.6
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.8 – 8.15
Accessible provision	Addressed in the report at paragraphs 8.26
Number of storeys	Addressed in the report at paragraphs 8.12
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.19 – 8.27
Loss of light	Addressed in the report at paragraphs 8.19 – 8.27
Loss of privacy	Addressed in the report at paragraphs 8.19 – 8.27
Overlooking	Addressed in the report at paragraphs 8.19 – 8.27
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.19 – 8.27
Refuse store	Addressed in the report at paragraphs 8.32
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.28 – 8.31
Not enough off-street parking	Addressed in the report at paragraphs 8.28 – 8.31
Negative impact on highway safety	Addressed in the report at paragraph 8.28 – 8.33
Inadequate refuse and recycling provision	Addressed in the report at paragraph 8.32
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.39
Impact on wildlife	Addressed in the report at paragraphs 8.34 – 8.36
Impact on flooding	Addressed in the report at paragraph 8.38
Local services cannot cope	Addressed in the report at paragraph 8.41
Lack of affordable homes	Addressed in the report at paragraph 8.40
Sets a precedent for similar development	Not a material planning consideration
Would affect the performance of a neighbouring solar panel installation	This would be a civil matter between the parties and with the redevelopment of the site – the

	carbon footprint of the building (per capita between those occupying the property) would be much reduced – thus positively contributing the Council’s wider sustainability objectives.
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6.3 Welcomes Road and Uplands Road Residents Association (WURA) made the following representations:

- Damage to surroundings, including trees and neighbouring property
- Overdevelopment of the site
- Impact on traffic and highways
- Concerns over waste management
- Overlooking of neighbouring property
- Impact on trees
- Out of keeping with the area
- Contrary to Croydon policy
- Over intensification of the existing residential area
- A parking stress survey was submitted by WURA

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. Such 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 (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. 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;
- Delivery of housing
- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

7.4 Consolidated London Plan 2015

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

7.5 Croydon Local Plan (adopted February 2018)

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

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

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

7.7 Other relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.

8.3 The site has been identified by the developer as a windfall site and as such it could be suitable for sensitive renewal and intensification. The residential character of Welcomes Road is fairly uniform and consists of large detached houses on relatively large plots – developed at a relatively low density.

8.4 The proposal, whilst providing a flatted accommodation, has been designed to appear as a large detached dwelling-house which would maintain the overall character of neighbouring properties.

- 8.5 The Croydon Local Plan (Policy DM1.2) seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 square metres. The existing unit is a 3 bed single-storey house and is lower than this floorspace threshold. However, the proposal would provide two 3 bed, 4 person units and one 2 bed, 4 person unit which would provide adequate floorspace for smaller families. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and CLP acknowledges that 2 bed, 4 person homes can be treated as family homes (in line with DM1.1) during the first 3 years of the Plan. The overall mix of accommodation, given the relatively small size of the site which limits the number of larger units that can be realistically provided, would be acceptable and would result in a net gain in family accommodation (albeit targeted towards smaller families).
- 8.6 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 1b and as such, the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha); the proposal would be within this range (175 hr/ha). However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are suitably broad to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed and the London Plan provides sufficient flexibility for such higher density schemes to be supported.
- 8.7 The site is located within an existing residential area and providing that the scheme respects the character and appearance of the surrounding area and that there are no other material effects causing unreasonable harm to immediate neighbours, the density of development would be acceptable.

The effect of the proposal on the character of the area and visual amenities of the street-scene

- 8.8 The existing property is not protected from demolition by existing policies and its demolition is deemed acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to demolish the existing large detached dwelling-house and replace it with 9 apartments within a single building. The scheme has been specifically designed to resemble a large detached property, rather than a block of flats. Officers are satisfied that the scheme respects the street-scene.
- 8.9 The Croydon Local Plan seeks new development to achieve a minimum height of 3 storeys and whilst the proposed new building would provide four storeys of accommodation (including a level within the roof), given that the building has been set into the slope of the site (due to its steep topography which rises to its rear) the building's overall height is considered to acceptably relate to the existing surrounding buildings (as illustrated by Fig.2 below). Furthermore due to the sloping

nature of the site the proposed building would only appear as a two storey development when viewed from the rear, due to the fact that the lower ground floor and ground floor levels would be dug into the slope. In all other regards the proposed design of the scheme would provide a high quality built form that respects the pattern, layout and siting in accordance with Policy DM10.1.



Fig 2: Elevational view highlighting the proposal in relation to neighbouring properties

- 8.10 The design of the building would incorporate a traditional styled appearance consisting of two gables to the front elevation and two bay elements – maintaining the overall street scene with use of an appropriate materials palette (red mixture bricks, white paint, aluminium framed windows and grey interlocking plain roof tiles) with an adequate balance between brick, white render and glazing and appropriate roof proportions. The main front element would present a traditional architectural response, consisting of gabled bays.
- 8.11 The front elevation would be in line with the existing building line.
- 8.12 The application site has a large rear garden which is not visible from the public highway or any public vantage points and would be accessed via the first floor level and a ramped access. As with the majority of properties in the immediate surroundings, the proposed building would be centrally located which would mean that the development would not appear overly cramped in its plot. Whilst the frontage would be given over to hard-standing to allow for off street parking for the new dwellings at the lower ground floor level, there would be a landscaped terraced area

(at the lower ground floor rising to the upper ground floor level), along with a section of soft landscaping along the boundary of the site. This would reflect the arrangement of the neighbouring buildings and would be acceptable.

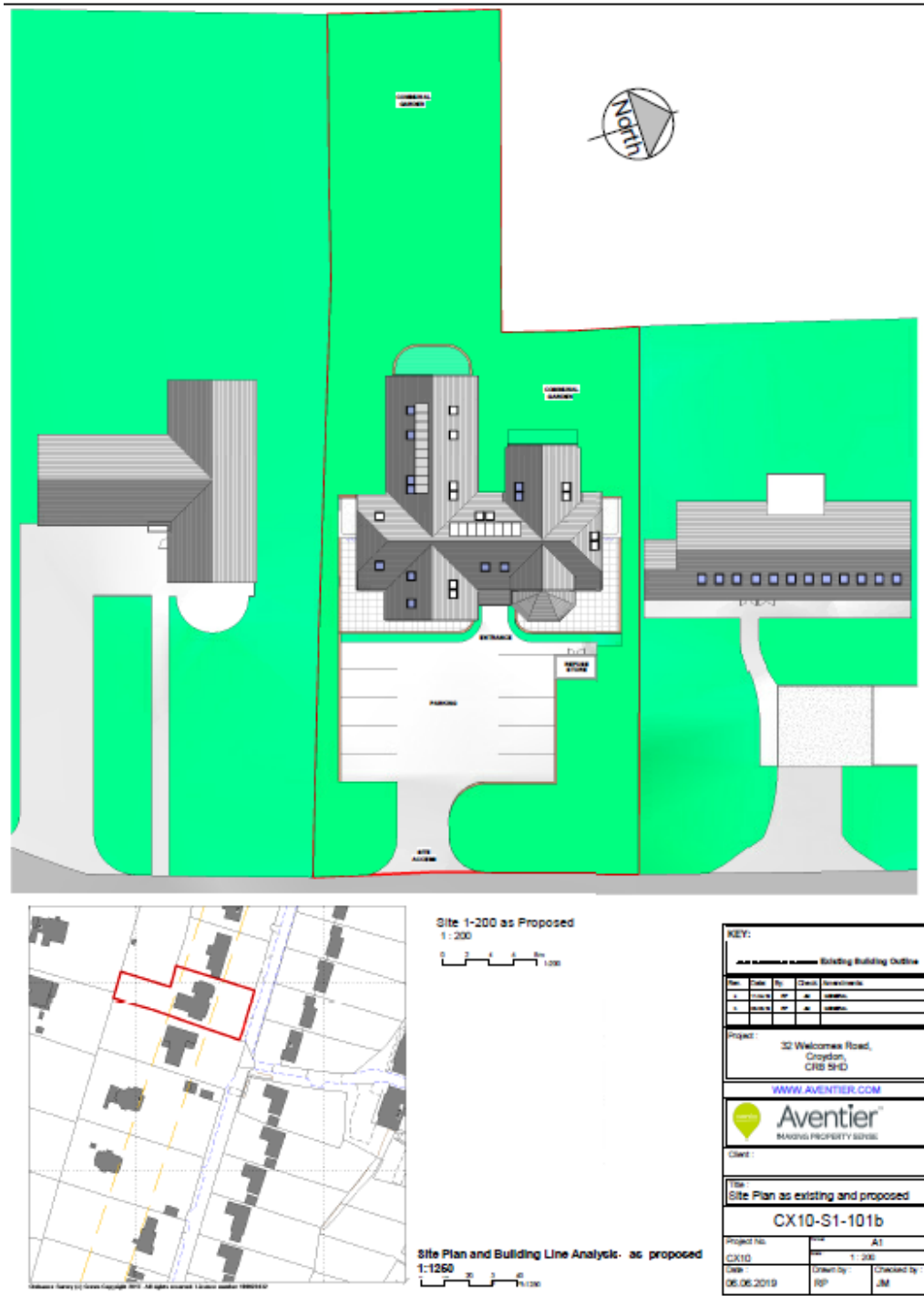


Fig 3: Proposed site plan showing proposal in relation to neighbouring properties

- 8.13 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site would offer sufficient opportunities for soft landscaping to the rear and Welcomes Road frontage as well as between the proposed development and the neighbouring property to the rear.
- 8.14 The application site is a substantial plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As with these previous schemes, the scale and massing of the new build would generally be in keeping with the overall scale of development found in the immediate area and the layout of the development would respect the pattern and rhythm of neighbouring area.
- 8.15 The proposal has been designed to resemble a large house on a large plot rather than a block of flats as indicated by representations. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the area. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD (2019) in terms of respecting local character.

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

- 8.16 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties that are most affected are the adjoining properties at 30 and 34 Welcomes Road and the properties to the rear (22 Welcomes Road, 5 and 7 Abbots Lane) and on the opposite side of Welcomes Road (25 and 27 Welcomes Road).



Fig 4: Side elevation highlighting the change in levels

30 Welcomes Road

8.17 In terms of impacts on 30 Welcomes Road, the proposed front building line of the proposal would be similar to this neighbouring property, with the main increase in depth most affecting the rear of the site, where the proposed development would be closer to the boundary with the neighbouring property by 1.7m. The 45 degree BRE test for loss of light to the rear elevation windows would not be breached and the scheme would be unlikely to have a loss of natural light, a loss of outlook or the creation of a sense of enclosure. Whilst the property would have windows serving upper floor flats, it is unlikely that there would be any material loss of privacy.

8.18 The property at 30 Welcomes Road does not have any windows in the flank elevation. The side windows at first floor and above will need to be obscure glazed and non-opening up to 1.7m above finish floor level to protect the privacy of neighbouring occupiers. It is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

34 Welcomes Road

8.19 In terms of impacts on 34 Welcomes Road, the proposed front building line of the proposal would be similar to this neighbouring property, with the main increase in depth most affecting the rear of the site, the proposed development would not be any closer to the side boundary than the existing side detached garage. Nevertheless the proposal would not breach the BRE 45 degree line and would not create a significant loss of light or provide an overbearing or dominant impact on this property. Furthermore given the large garden areas for both properties is not considered that the proposal would result in a significant sense of enclosure to the garden.

8.20 The property at 34 Welcomes Road has a ground floor side facing window. The first floor side facing windows of unit 6 will face this and will be high level windows to prevent a loss of privacy. The side windows at first floor and above will need to be obscure glazed and non-opening up to 1.7m above finish floor level to protect the privacy of neighbouring occupiers. It is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.

Properties to the rear and opposite

8.21 The properties located at the rear of the site in excess of 50m from the rear of the proposal, are in an elevated position with a significantly vegetated boundary between the properties. The properties located on the opposite side of Welcomes Road are at a lower level and are separated from the proposal by boundary screening. As such given the separation between these properties no significant impact on residential amenities would occur.

8.22 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

The effect of the proposal upon the amenities of future occupiers

8.23 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 would meet the minimum required internal space standards.

8.24 All the lower ground floor and ground floor units would have access to private front verandas, the first floor units would have access to private rear verandas, and the second floor units would have access to rear balconies. There would also be a large communal garden area at the rear of the site.

8.25 The local plan also requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space, this can be secured through use of planning conditions.

8.26 In terms of accessibility, level access would be provided from the front door to all units as there is the provision of a lift. The London Plan states that developments of four storeys or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. This can be secured by condition. A disabled space is proposed for the parking area.

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

Traffic and highway safety implications

- 8.28 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 11 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan. This scheme proposes 9 on-site parking bays with 1 space designated for each unit, and as such accords with the policy requirements for a development of this nature in this location. The proposed car parking provision is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst preserving the existing trees on-site and ensuring the best use of land.
- 8.29 There are a number of representation that refer to the parking provision, on-street parking and highway safety at the site. In respect to highways safety, the scheme provides 9 off-street parking spaces these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions. The network and transport impacts associated with the developments on traffic and transport would be negligible and it is unlikely to have a significant impact on highway safety.
- 8.30 The parking layout and access arrangement would allow for access and exit movements in forward gear and would be acceptable subject to a condition providing the suitable visibility splays and as such would not harm the safety and efficiency of the highway network.
- 8.31 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 18 spaces) as these are located within the footprint of the building and are therefore secure and undercover.
- 8.32 The refuse arrangements would be acceptable and for a nine units scheme would require 1 x 1100ltr landfill receptacle; 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the site.

8.33 Concerns have also been expressed in regard to the amount and type of excavation required at the site and further details are required as part of a construction method statement. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Impact on trees and wildlife

8.34 The existing site consists of soft landscaping which is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening to the site. The proposed landscape design protects most of existing trees and provides a large variety of bushes and hedges. A landscaping and planting plan has been submitted and can be conditioned.

8.35 The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned. It is also recommended that a detailed tree protection plan be submitted for approval.

8.36 As regards wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

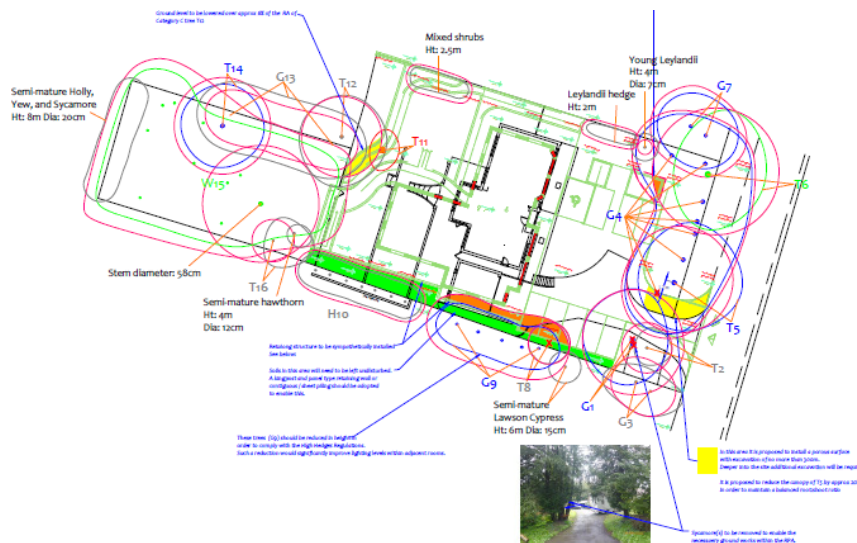


Fig 5: Extract from tree survey showing tree locations

Sustainability Issues

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

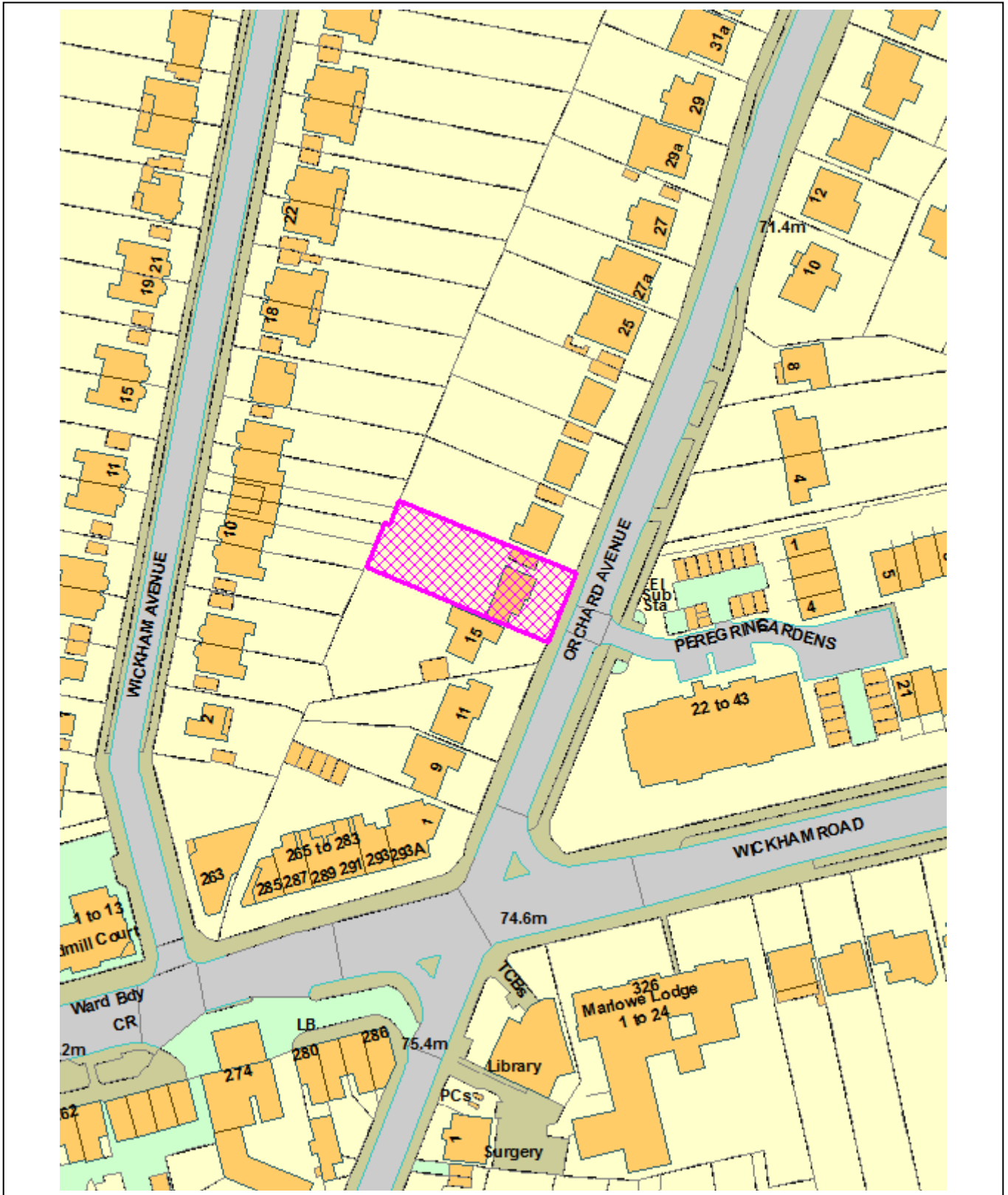
Other Matters

- 8.38 The site is not located in any designated flood risk area but is located in a critical drainage area. As such, the applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.
- 8.39 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.
- 8.40 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required.
- 8.41 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

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

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PART 6: Planning Applications for Decision

Item 6.4

1 SUMMARY OF APPLICATION DETAILS AX10+15-53-101

Ref: 19/00131/FUL
 Location: 17 Orchard Avenue CR0 8UB
 Ward: Shirley North
 Description: Demolition of existing detached house erection of two storey building with further accommodation in roofspace comprising 1 x 1 bedroom flat, 3 x 2-bedroom flats and 1 x 3 bedroom flat, formation of vehicular access and provision of 4 associated parking spaces and refuse storage.
 Drawing Nos: P700K, P101J
 Applicant/Agent Mr Alan Gunne-Jones
 Case Officer: Christopher Grace

	1 bed	2 bed	3 bed	4 bed
Houses	0	0	0	0
Flats	1(2 person)	3 (2 X 2 bed 3 person and 1 x 2 bed 4 person)	1(5 person)	0
Totals	1(50sqm)	3 (64sqm-80sqm)	1 (92sqm)	0

Type of floorspace	Existing Floorspace	Proposed Floorspace	Net gain
Residential	170Sq.m	376Sq m	206Sq m
Number of car parking spaces		Number of cycle parking spaces	
4 (including 1 disabled space)		6	

1.1 This application is being reported to Planning Committee because the North Shirley Ward Councillor (Cllr Richard Chatterjee) has requested it be referred to committee and objections above the threshold in the Committee Consideration Criteria have been received.

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) Built in accordance with approved plans

- 2) Materials to be submitted for approval
- 3) Details to be provided:-
 - a) Hard and soft landscaping – including paving surfaces, parking spaces, playspace, planting and species to be submitted
 - b) Boundary treatment –
 - c) Vehicle site lines along Orchard Avenue including point of entry/exit
- 4) Refuse Storage Area to be submitted
- 5) Cycle storage Area to be submitted
- 6) Parking to be provided as specified
- 7) Details of land levels prior to occupation
- 8) Demolition and construction method statement
- 9) 19% reduction in carbon emissions
- 10) 110 litre water consumption target
- 11) Details of security lighting
- 12) Details of Suds measures
- 13) Details of maintenance and new tree planting scheme
- 14) Windows in flank elevations of the building to be obscure glazed and fixed shut up to 1.7m above the internal floor level at first floor.
- 15) 1 ground floor unit to comply with M4(3) accessibility requirements
- 16) Commence within 3 Years

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

Informative

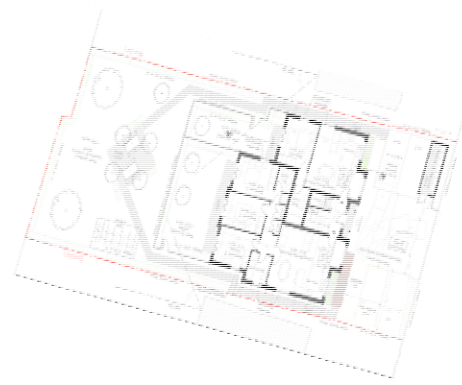
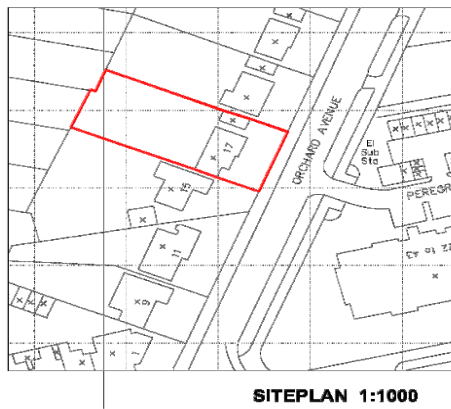
- 1) CIL -
- 2) Code of Practice regarding small construction sites
- 3) Highways works and or/damage to the existing highway during the construction phases to be made good at developer's expense
- 4) Any [other] informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal involves the demolition of the existing house, garages and store and the construction of a two-storey building with accommodation within the roofspace and a two storey block to provide 5 flats.



- 3.2 The proposed development would be accessed off Orchard Avenue involving new central vehicle access point. The proposed building would be 8.9 m high, 5.7m wide, 14m deep. It would be constructed of the following materials: - red brickwork, render and red roof tiles.
- 3.3 The proposal would include 4 car parking spaces (including 1 disabled space, 6 bicycle spaces and refuse store).
- 3.4 The proposal includes the removal of a single tree to the south boundary and a number of trees along the boundary with the north. The applicant is proposing the provision of new extensive landscaping. Each flat would benefit from private balconies and garden areas, with a large communal playspace to rear. A variety of tree/shrub planting in and surrounding the site boundary.
- 3.5 The proposal has been amended to include recessed balconies in the design, new vehicle layout which includes 1 disabled parking space.

Site and Surroundings

- 3.6 The application comprises a 0.07 ha site consisting of a large detached mock Tudor house with garages and store at either end located on the west side of Orchard Avenue.
- 3.7 To the north of the site is a detached two storey similar mock Tudor style house. To the south is an 80's style two storey house; to the west rear gardens to two storey houses in Wickham Avenue. Opposite is a vehicle access serving a to two storey mews style development in Peregrine Gardens. The surrounding area is residential in character with pitched roof forms and brick construction.
- 3.8 Whilst there are a number of trees on the site, there are no protected trees identified within the site or immediate surroundings and no other designations for the site identified on the Croydon Local Plan Policies map. The site is located within an area of focused intensification and surface water (1:100yr) flood risk.

Planning History

- 3.9 The following planning decisions are relevant to the application:-

16/01040/P Refused permission for demolition of existing house and erection of new two storey building with accommodation in roof space to provide 5 two

bedroom flats; formation of vehicle access and provision of associated parking for the following reasons;-

- The development would be out of keeping with the character of the locality and detrimental to the visual amenity of the street scene by reason of its design and extent of hardstanding to the frontage,
- The development would be detrimental to the amenities of the occupiers of adjoining property by reason of visual intrusion
- The development would result in an unsatisfactory residential environment being provided for the occupiers of the proposed dwellings by reason of the lack of private amenity space for all the dwellings

17/04286/FUL (Withdrawn application): Demolition of existing building, erection of two storey plus roof level replacement detached property containing five self contained residential flats (C3) with associated car parking, bin store and cycle parking.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The proposed would provide an appropriate scale for a development making effective use of the residential site and increasing the Council housing stock.
- 4.2 The proposed new building would preserve the character of the area and would not harmfully affect the appearance of the immediate surroundings
- 4.3 The proposed new building would not have a detrimental effect on the residential amenities of the adjoining occupiers and would provide an acceptable living environment for the future occupiers.
- 4.4 The development would provide an appropriate level of parking for the proposed development, encourage sustainable modes of transport other than the car, incorporate safe and secure vehicle access to and from the site and would have an acceptable impact on the highways network.
- 4.5 The development would incorporate sustainability requirements and incorporate sustainability technics as part of the overall drainage strategy.

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 neighbour consultation letters. The number of representations received from neighbours, local groups etc. in response to initial consultation notification and publicity of the application were as follows:

No of individual responses: 8 Objecting: Supporting: 1

No of Petitions;
Gardens)

1 (23 Signatures from Residents of Peregrine

- 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>Principle of development</i>	
3 or more blocks already built in the area; loss of family sized house; outside intensification area; set undesirable precedent.	The principle of residential development on this site is considered to be acceptable and would make effective use of a brownfield site. The development would not result in the loss of family sized accommodation. Refer to paragraphs 8.2 to 8.6 of this report.
<i>Scale and massing</i>	
Height and scale of housing not in keeping and would far exceed what is currently in place; disregard of local character; massing too much ; 50% of garden developed	Officers consider that the proposal in terms of scale, massing and creates an acceptable transition in scale between the application site and the surrounding buildings. Refer to paragraph 8.7 to 8.9 of this report.
<i>Appearance</i>	
Appearance out of keeping with area; destroy character of Orchard Avenue; front garden mass of hardstanding	The proposed design of the buildings are considered to be acceptable. The details to be secured by condition. Refer to paragraph 8.9 of this report.
<i>Density</i>	
Increase in density; difference in comparative housing densities and not acceptable;	The development would maximise the potential site whilst ensuring a suitable scaled buildings limited any physical impact. Refer to paragraph 8.5 of this report.
<i>Daylight and sunlight, privacy, outlook</i>	
Loss of daylight to neighbours rear lounge; loss of privacy to rear garden from first floor balconies Unacceptable overlooking of properties in Wickham Road; intrusiveness of development; light intrusion; loss of light to neighbours living room and side windows	Officers consider that due to the position and height of the buildings the resultant levels of daylight/sunlight are acceptable within an urban setting. The proposal would not result in undue overlooking or loss of privacy. Refer to paragraph 8.12 – 8.17 of this report.
<i>Noise</i>	
Extend to neighbours garden and Increase in noise, music, traffic noise and disturbance during construction.	Officers consider that the introduction of an intensified residential use in the residential area would not lead to an unacceptable level of noise; disturbance during construction to be minimised through the submission of a Construction

	Logistics Plan. Refer to paragraph 8.12-8.17 of this report.
<i>Standard of accommodation</i>	
No disabled accommodation	Officers consider the proposal would provide a reasonable level of accommodation including communal amenity playspace in excess of London Plan standards. Refer to paragraph 8.22 – 8.23 of this report.
<i>Trees</i>	
Loss of established trees	A condition requiring details of new landscaping tree planting and protection measures should ensure that suitable planting is provided and suitable ecological measures are secured by condition; Refer to paragraphs 8.21 to 8.24 of this report.
<i>Transport</i>	
Provision of 4 cars increase pressure on on-street parking make parking difficult; Busy road with bus route would make pedestrian movement by many elderly residents difficult; no disabled parking; proposal would make access to Peregrine Gardens even more difficult than at present; highway concerns during building process for elderly residents in Peregrine Gardens which could lead to accidents	Officers consider the level of on-site parking and bicycle provision to be appropriate and that detailed planning conditions would secure suitable and safe vehicle movement and fire safety. Refer to paragraphs 8.18 to 8.21 of this report.
<i>Party wall</i>	
Party wall issues on boundary; impact on neighbouring boundary;	Issues relating to the Party wall Act are a civil matter and outside of the remit of the Planning System. Refer to paragraph 8.17 of this report.
<i>Flooding</i>	
Lead to flooding; result in drainage problems;	Officers consider that the applicants have addressed issues of flooding and sustainable discharge measures the details to be subject to a condition Refer to paragraphs 8.24 to 8.25 of this report.

6.4 Councillor Richard Chatterjee has made the following representations

- The residential density of the development in excessive for the PTAL rating for the locality
- Units 2-5 have insufficient storage space and private amenity space.
- Insufficient parking space for 5 flats with only 4 parking spaces provided with no designated as disabled

- Only a single commuter bus passes the site and therefore only occupiers will rely on cars.
- Insufficient communal outdoor space
- 45 degree rule is not clear from plans
- Insufficient recycling storage
- Overdevelopment for the locality and does not respect the existing residential and housing densities

6.5 Monks Orchard Residents Association (MORA)

- The proposed development is in PTAL 2 location and therefore is considered outside the requirement of intensification
- Does not meet minimum space standards for storage space and should be refused on deficiencies to living conditions
- Unacceptable increase in housing density at a location of high parking stress PTAL 2
- Parking should equate to 7.5 spaces, the proposed 4 parking spaces and zero disabled bays is unacceptable in this location.
- Lack of private amenity spaces to units 3, 4 and 5
- Communal space per occupant not specified.
- Not clear 45-degree elevation line complies with SPD2
- Does not meet the requirements on refuse storage policy DM13, no recycling storage shown
- No assessment of local bus service in the area, no improved access or transport links in Shirley and the proposal would not promote sustainable forms
- Overdevelopment and does not respect existing residential and housing densities reflect local character of surrounding dwellings

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)

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018 (Amended in February 2019). 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:

- Achieving sustainable development (Chap 2)
- Delivering a sufficient supply of homes (Chap 5)
- Promoting sustainable transport (Chap 9)
- Achieving well designed places (Chap 12)
- Meeting the challenge of climate change, flooding and coastal change (Chap14).

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

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide
- 5.3 Sustainable design
- 5.14 Water quality and wastewater infrastructure
- 5.17 Waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 7.4 Local character
- 7.6 Architect

Croydon Local Plan: Strategic Policies 2018:

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and Climate Change
- SP8 Transport and communication

Croydon Local Plan Policies 2018:

- DM1 Homes
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- DM25 Sustainable drainage systems
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM45 Shirley

There is relevant Supplementary planning Guidance as follows

- London Housing SPG, March 2016.
- National Technical Housing Standards, 2015.
- National Planning Practice Guidance, 2014.
- Supplementary Planning Document (SPD2) Suburban Design Guide 2019.

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 and visual impact and consideration of density
3. Housing Quality for future occupiers
4. Residential amenity/Daylight & Sunlight, Overlooking Privacy for neighbours
5. Transport
6. Trees
7. Sustainability and flooding
8. Waste

Principle of Development

8.2 In considering this proposal the local planning authority has had regard to delivering a wide choice of homes in favour of sustainable development in line with the principles of the NPPF, Policy 3.3 of the London Plan relating to increase housing stock; policies SP2.1 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life and DM1 in supplying new housing.

8.3 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. The site is located within an area of Shirley which is defined for focussed intensification within the Suburban Design Guidance adopted in 2019. Within such locations the redevelopment of 2 storey detached properties into small blocks of apartments may be acceptable, with some scope for additional accommodation in the roof space.



Extract from the Suburban Design Guide showing the site within the Shirley Intensifications Area

- 8.4 The proposal would replace an existing 4 bedroom house with a two storey building with accommodation in the roofspace to provide 5 flats. SDG states that the Redevelopment of 2 storey detached properties into small blocks of apartments may be acceptable. These developments should typically be 4 storeys in height. There may be some scope for additional accommodation in the roof space.
- 8.5 A previous proposal involving the loss of the existing house was refused in 2016 due to poor design, impact on amenity and poor standard of accommodation. The current proposal is for an alternative design which would include a family sized unit as part of the new residential accommodation. There would be no- net loss of family accommodation. The proposal would provide a combination of 1, 2 and 3 bedroom properties. 2 of the 5 flats (40%) would provide family sized accommodation (when including 2 bedroom 4 person flats as small family units). This would significantly assist the local planning authority in meeting its overall strategic target of 30% of family sized homes and would add to the Council's housing stock. The proposal would have regard to surrounding residential character while maximising the sites potential.
- 8.6 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) with 50–95 u/ha; the proposal would be within this range at 211 hr/ha and 70u/ha. The London Plan however further identifies that density is only the start of the planning housing development and not the end. The range, for a particular location, is broad enabling account to be taken of other factors including local context, design and transport capacity which, where appropriate, can provide a tool for increased density in certain situations. It is considered that the sites location, design, transport capacity and parking provision density is justified. The proposal would therefore accord with London Plan requirements in promoting housing.
- 8.7 Therefore subject to an appropriate scale of sustainable development, good design, a full assessment of amenity considerations, conserving the natural environment and assessment of traffic considerations, there is no objection in principle to the introduction of further residential accommodation in this location. It is considered that the proposed development is appropriate in line with Council aspirations for the site and surrounding area .These additional matters are considered in more detail below.

Townscape and Visual Impact



- 8.8 The existing property is characteristic of range of styles an architecture which defines the area. The property is not listed or protected from demolition by existing policies and its demolition is deemed acceptable subject to a suitably designed replacement. A previous proposal in 2016 to replace the existing building was refused on design grounds. Neighbours and local groups have objected to the proposal due to massing appearance and impact on character on Orchard Avenue. The Croydon Local Plan has a presumption in favour of developments complementing the existing predominant building heights of 2 storeys up to a maximum of 4 storeys.



- 8.9 At 2-storeys in height with accommodation within the roof, the proposed house would complement the existing predominant height of buildings in the area, in line with Council policy. The pattern of development in surrounding residential area is regular, with a mix of dwellings ranging between 1 and 3 storeys (including 3 storey blocks of flats). This varied character and varying plot sizes means that the proposal would respect the development pattern of the surrounding area. The proposed building would occupy a larger footprint than the current house and extend almost the entire full width of site but the scale and mass as viewed from the front is considered acceptable. Both the height of the proposal and front building line would relate to the neighbouring properties either side. The proposed building would have a similar eaves height and overall ridge level as the current building. The proposal would be in line with the Council design guidance for the area and would reference the hipped roof form while making more of the roofspace to provide further accommodation. The new building would relate to the mock Tudor form of the current building and would include a pair of gables to the front and create an acceptable relationship with the street. The applicant has simplified the form of the building towards the rear with a simple set back addition while integrating balconies into the overall massing whilst ensuring that the development complies with the 45-degree line from the neighbours windows in line with design guidance. The design language, roof space, and mix of materials to be used on the proposed buildings, would give the impression of a large semi-detached house, and provide both symmetry and balance to the site form.
- 8.10 Based on the above when compare with the 2016 refused scheme the design of the proposed building would be more in keeping with the immediate surroundings in

terms appearance, scale and massing. The materiality of the proposed building would constitute of brick, render with timber detailing an approach which is supported, subject to further details being secured via condition. Included in the 2016 reason for refusal was the extent of hardstanding within the frontage. The applicants have included with this scheme hedging on all sides to a height of 2m which would provide screening and softening to the parking area and bin storage. Towards the rear extensive landscaping including details of cycle enclosure, surface covering and the type of species planting should ensure that the communal garden area is multifunctional and of a high quality. The full details to be secured by condition. The proposed scheme is considered to be a sensitive intensification of this site. The design would preserve this site and local character in line with national, regional and local policies.

Housing Quality/Daylight and sunlight for future occupiers.

- 8.11 The proposed flats would accord with the National technical housing standards guidelines in terms of floor space requirements including areas for storage. Each property would have dual aspect and would receive good levels of sunlight and daylight. The applicants have demonstrated through section drawings that sufficient head height would be afforded to the accommodation within the roof space. This arrangement is, therefore acceptable.

Each of flats would have their own private external amenity area. The two ground floor flats would have sizeable garden areas in excess of minimum amenity guidelines for dwellings. The proposed balcony areas to the top floor flat when combined would meet the required amenity standards. The balconies to the two first floor flats at 5sq.m each would be 1sqm below the required space for non-family accommodation for 3 persons. However the proposal provides an extensive rear communal garden (150sq.m) which would be accessible by all users of the flats and would provide playspace in excess of London Plan standards. The landscaping and planting the details to be secured by condition. The proposal would therefore be in accordance with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies, and Croydon Local Plan 2018.

- 8.12 In terms of accessibility, level access would be provided from the front door to the ground floor units (which include the 1 x three bed and 1 x one bed units). London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint to provide the required accommodation, it is considered that one of the ground floor units should be M4(3), this can be secured by condition. A disabled space is proposed for the parking area.

Residential Amenity Daylight/Sunlight, Overlooking, Privacy for neighbours

- 8.13 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light and a loss of outlook.
- 8.14 The proposed building would be 1m in from the northern boundary with no.19 Orchard Avenue. No windows exist within the flank elevation of the main building of no.19 which has a single-storey extension and first floor balcony to the rear. The proposed building would be 2.3m from no.19s flank elevation and protrude 2.1m

from beyond the rear of no.19 at its nearest point. Taking a 45-degree line from the nearest rear windows of no.19 the proposed building including the depth of its rear addition would be no greater than 45 degrees and therefore the proposal would have minimal impact visually when viewed from no.19. This impact would be further reduced with the proposed 2m high boundary wall and planting at ground floor level. The proposed building would be south of no.19 and while there would be some impact in terms of light to the rear of this neighbours property this would only be for a short period and therefore unlikely to result in any significant loss of light for this occupier. The proposed building would include windows in the flank elevation facing no.19 at ground and first floor level. However these would be high level in obscured glass and form secondary means of light to no.17. The details to be secured by condition. The proposal has been amended to include recessed balconies at first and second floor levels. The proposal would therefore not result in any undue overlooking towards no.19.

- 8.15 The proposed building would be a maximum of 1.8m in from the southern boundary with no.15 Orchard Avenue. No 15 contains a single high level ground floor window in its south facing flank elevation and a single storey extension with windows towards the rear garden. The proposed building would extend 3.6m beyond the main rear elevation and 0.6m beyond the single storey extension of no.15. Taking a 45-degree line from the nearest rear windows of no.15 the proposed building including the depth of its rear addition would be no greater than 45 degrees and therefore the proposal would have minimal impact visually when viewed from no.15. This impact would be further reduced with the proposed 2m high boundary wall and planting at ground floor level. The proposed building would be north of no.15 and therefore would not impact in terms of sunlight and in view of the distance between these properties would have minimum impact on daylight for this occupier.
- 8.16 A distance of 41m would exist between the proposed building and the rear neighbouring buildings in Wickham Road. Due to separation distances the proposal would not result in overlooking, loss of privacy or loss of light for these neighbours which have extensive depth gardens.
- 8.17 Several neighbours have raised concerns over the impact of the construction of the development being opposite Peregrine Gardens to the east. It is acknowledged that there will be some noise and disturbance during the construction process, with pollution and vehicle access also a concern expressed by neighbours. A planning informative is recommended to advise the applicant to follow the Councils "Code of Practice on the Control of Noise and Pollution from Construction Sites". A Construction Logistics Plan would need to be submitted and approved prior to the start of building works. It is also recommended that a demolition / construction logistics plan be provided in order to reduce amenity considerations, traffic impacts and safeguard the development during the build; the detail of which is to be controlled by condition. Further informatives would ensure the reinstatement of the highway with developers to meet the cost of reinstatement of any work
- 8.18 A condition requiring details of lighting and illuminance to the rear and along the vehicle parking at the front would ensure that neighbours amenity is protected. Concerns of works along the neighbouring boundary with the site would be a matter for Party Wall issues. The actual demolition would be responsibility of either Building Control or an independent approved building surveyor in respect to ensuring the appropriate Building Regulations are followed. The proposal is therefore considered to be acceptable and would be in line with London Plan policy

7.6 Architecture for good design and Council policy DM10 protecting residential amenity.

Transport

- 8.19 The site is located in an area with PTAL level of 2 (on a scale of 1 to 6b), which is considered to be a poor level of public transport accessibility. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 7.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.20 There is no Control Parking Zone within the area and the site is located on a Red Route. Transportation Officers examination of the census data (2011) for car ownership associated with flats in the Shirley ward indicates the average car ownership for flats to be 0.58 cars per unit. The expected car ownership for the residential component of the development would therefore be around 3 cars. The maximum limits of parking provision under the London Plan and the Draft London Plan would be 7.5 spaces. However Officers recognise that this would be a maximum and based on the above examination of car ownership trends find the provision of 4 car parking spaces (including one disabled space) to be appropriate. The proposed parking situation would be supplemented by the inclusion of secure cycle storage provision within the rear communal garden and is considered in line with London Plan standards. Details of cycle parking would need to be approved by the Council prior to occupation. The applicants have amended the car parking layout to achieve suitable turning space within the front approach.
- 8.21 The application proposes that the two existing cross overs be replaced with one central vehicle crossover. It is the responsibility of the applicant to enter into an agreement with the Council's Highways team to ensure these works are undertaken. It is recommended that an informative to this effect be attached to any planning permission. A condition is also recommended requiring the submission of a Construction Logistics Plan
- 8.22 The proposal is therefore considered to be in accordance with London Plan policies and Croydon Local Plan policies in respect to traffic and highway impacts.

Trees

- 8.23 A single large tree exists in the rear garden of the site close to the boundary with no.15. There also exist a number of smaller trees and shrubs along the boundary of the site with no.19 which act as primarily soft landscaping along the boundary with no.19. The applicant has acknowledged the removal of the single tree which is not protected and its removal would be required to enable the development. The remaining trees along the northern boundary of the site have limited amenity value

in the context of the wider area. The trees along the boundary with No 19 are largely overgrown and in need of pruning. More sensitive tree planting is therefore proposed to this boundary the details of which would be controlled by condition.

- 8.24 Council Tree Officers do not raise any objection to the proposal provided a suitable replacement planting scheme is introduced. Measures to introduce lower shrubs along the north boundary should offer some screening of the development for this neighbour. New tree planting will help to preserve the site and screen and help soften the development when viewed from neighbouring properties. The details of which would be secured by condition.

Sustainability and Flooding

- 8.25 The Council would seek new homes to meet the needs of residents over a lifetime and be constructed using sustainable measures to reduce carbon emissions. In line with Policy 5.2 of the London Plan, the development proposals should make the fullest contribution to minimising carbon dioxide emissions. In addition, the Council would require the development to achieve a water use target of 110 litres per head per. Subject to conditions the development would need to achieve sustainable requirements in line with national, regional and local level. The applicants have submitted a flood risk statement which identifies the site to be in Flood Zone 1.
- 8.26 In terms of sustainability and flooding the proposal will be designed so that all new surface water connections from the roof will be directed to the existing local drain. All connections will be made in accordance with the building regulation requirements and those of Thames Water including retention and slow release systems (SUDS) to reduce the outflow to limit the risk of adding to flooding elsewhere in the vicinity. The details to be secured by condition.

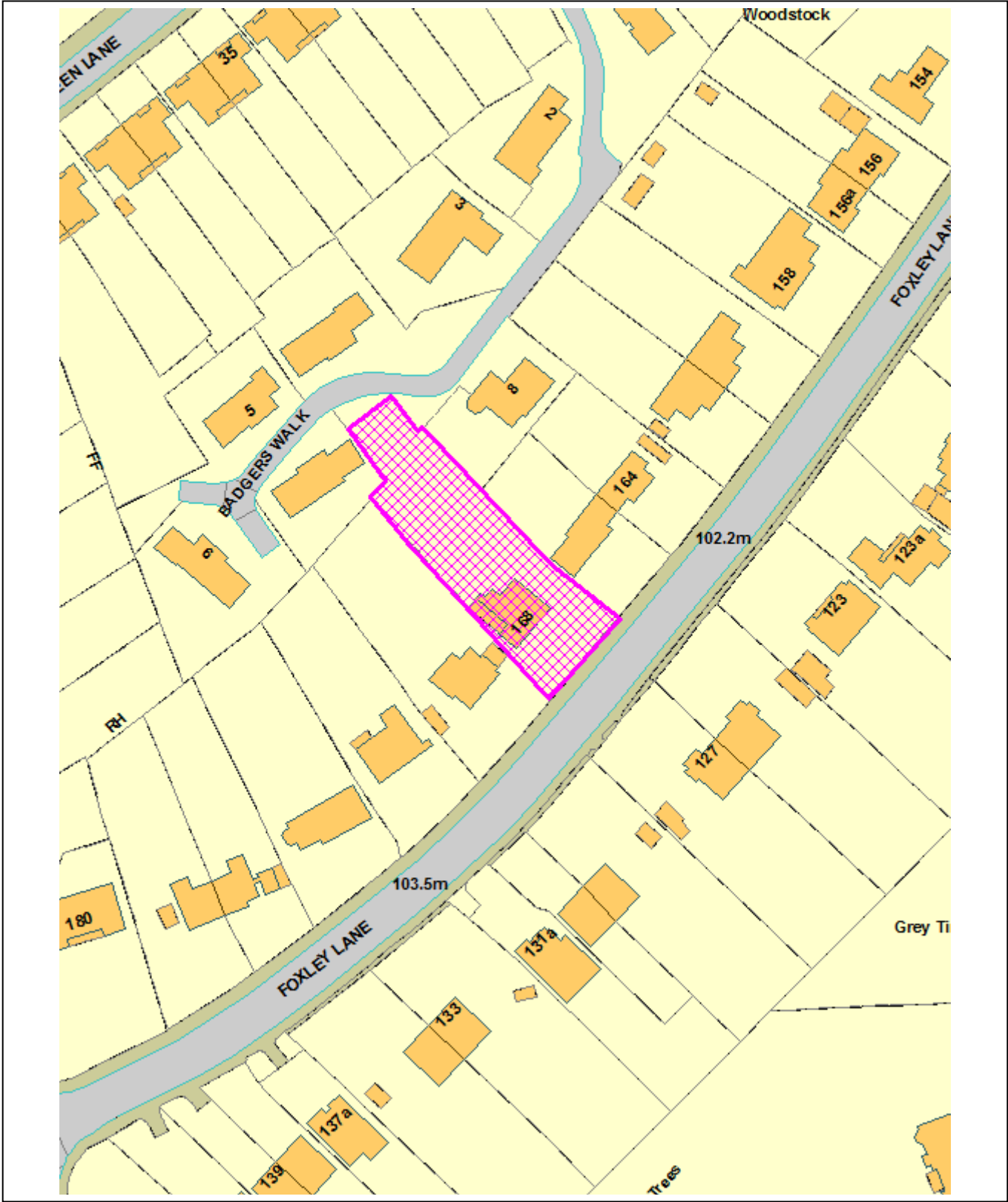
Waste

- 8.27 The proposed plans indicate the location for several waste storage facilities within the front of the site. Officers have identified that the proposed development would be within an acceptable distance for collection. Residents have expressed concerns over the capacity of the bin storage and its likely appearance. The applicant has designed the bin store to the Council's capacity requirements. Final details of the bin enclosure including boundary treatment and screening should ensure suitable capacity and protection to the enclosure. The details to be secured by condition to ensure suitable facilities are provided in line with the principles of London Plan policy 5.17 waste capacity; CLP policies SP6 and DM13.

Conclusions

- 8.28 The recommendation is to grant planning permission. All other relevant policies and considerations, including equalities, have been taken into account

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PART 6: Planning Applications for Decision

6.5 Item

1 APPLICATION DETAILS

Ref: 18/05098/FUL
 Location: 168 Foxley Lane, Purley, CR8 3NF
 Ward: Purley and Woodcote
 Description: Demolition of existing dwelling and erection of two storey building with accommodation in the roof space and single storey building with accommodation in the roof space at the rear to provide a total of 8 units as well as associated refuse and cycle stores, landscaping, vehicular access and car parking (amended description).
 Drawing Nos: 799/009/PL01 Rev B, 799/009/PL02 Rev J, 799/009/PL03 Rev E, 799/009/PL04 Rev C, 799/009/PL07 Rev B, 799/009/PL08 Rev B, 799/009/PL09 Rev B, 799/009/PL10 Rev B, 799/009/PL11 Rev D, 799/009/PL12 Rev C, 799/009/PL13 Rev A, 799/009/PL16 Rev B, 799/009/PL17, 799/009/PL18
 Agent: Neal Thompson
 Case Officer: Mr Tim Edwards

	1b2p	2b3p	2b4p	3b4p	3b5p	4b+	Total
Existing						1	1
Proposed		3	2	1	2		8

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
8	16

1.1 This application is being reported to Planning Committee at the request of Cllr Badsha Quadir and because representation in excess of the Committee Consideration Criteria have been received.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT full 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) Submission of a detailed landscaping (including details on replacement trees) for approval
- 3) Submission of materials for approval

- 4) Submission of the following to be approved and thereafter retained: cycle storage, refuse storage and presentation details, balustrading and privacy screens to balconies and child play space.
- 5) All first and second floor flank facing windows to be obscured glazed and non-opening up to 1.7 metres from internal floor height and no additional windows at first or second floor level with expressed consent of the local planning authority.
- 6) To be provided as specified prior to occupation: Parking spaces, EVCP (including spec and passive provision), access and visibility splays.
- 7) Removal of permitted development right for rear semi-detached units.
- 8) Trees – in accordance with Tree Protection Plan. Trees to be removed out of bird nesting season.
- 9) Ecology report recommendations to be followed.
- 10) Submission of FRA, following site investigation for approval.
- 11) The development must achieve 19% CO2 reduction beyond Building Regulations
- 12) The development must achieve 110 litres water per head per day
- 13) Demolition, Construction Logistics and Environmental Management Plan to be submitted and approved.
- 14) Time limit of 3 years
- 15) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for:

- Demolition of an existing two storey building and erection of a two storey building with accommodation in the roof-space to provide 6 units.
- Erection of a single storey building with accommodation in the roof-space to provide 2 additional family units.
- Provision of 8 parking spaces throughout the site.
- Multi-functional communal/child play space to be provided between the two built forms.

Site and Surroundings

- 3.2 The application site is located on north-western side of Foxley Lane. The character and appearance of Foxley Lane is varied, with infill and flatted developments seen throughout.
- 3.3 There is an existing two storey dwelling with two vehicle entrances and a substantial soft-landscaped rear garden; significantly overgrown. The site also backs/fronts onto Badgers Walk which is a residential cul-de-sac.
- 3.4 Land levels fall gradually from the Foxley Lane towards the rear of the site. The two prominent pine trees located at the front of the site are protected by way of Tree Protection Order (TPO 13, 2018).
- 3.5 The site is in an area at risk of surface water and groundwater flooding.

Planning History

- 3.6 Whilst the site itself has not been subject to any relevant planning applications, of relevance to this proposal is a recent planning permission in respect of 158 Foxley Lane:

18/02915/FUL - Change of use and extension of care home (Use Class C2) to 7 self-contained flats (Use Class C3); erection of single and two storey building to rear of 2 self-contained flats (Use Class C3); landscaping; alterations and associated works: **Permission Granted and works have commenced.**

- 3.7 The following application at 170 Foxley Lane is also of relevance to the proposal:

19/02451/FUL - Demolition of the existing house, and the erection of a block of nine flats: **Under consideration and awaiting determination.**

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is a sustainable location for new dwellings and the principle of its redevelopment and intensification to provide additional housing is acceptable.
- The proposal would contribute positively to borough-wide housing targets and would deliver 7 additional units on site, 5 of which would be family-sized units.
- The proposed scale and layout of the two buildings is considered to be appropriate whilst responding to the surrounding street scene.
- The proposal would avoid unacceptable harm to the neighbours' living conditions.
- 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 would be suitable, providing an appropriate quantity for the proposed mix.
- Access and turning arrangements for vehicles would not impact on the safety or efficiency of the public highway.
- Other matters including flooding, sustainability, landscaping can be appropriately managed through condition.

4 CONSULTATION RESPONSE

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

5 LOCAL REPRESENTATION

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

No of individual responses: 20 Objecting: 20 Supporting: 0

No of group responses: 2 Objecting: 2 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	Officer Comment
<i>Principle of development</i>	
Loss of family houses.	Refer to paragraphs 7.3 – 7.4 of this report.
Cumulative impact due to the number of flatted developments within Foxley Lane.	Each application is assessed on its own merits and cumulatively there is not considered to be a detrimental impact caused by the proposal.
<i>Design and appearance</i>	
Character of the area – overdevelopment, bulk, scale, density, massing, flats, design out of keeping, materials, landscaping	Refer to paragraphs 7.5 and 7.7 – 7.16 of this report.
Impact upon the special character of Badgers Walk	There are no policy designations related to Badgers Walk by the Croydon Local Plan 2018.
<i>Impact upon amenities of neighbouring properties</i>	
Impact on residential amenity of adjoining occupiers – loss of privacy, loss of daylight and sunlight, noise and disturbance, pollution	Refer to paragraphs 7.16 – 7.25 of this report.
<i>Highways and Parking</i>	
Increased traffic congestion and detrimental to highway safety and efficiency.	Refer to paragraphs 7.33 – 7.39 of this report.
Inadequate parking provision for both residents and visitors	Refer to paragraphs 7.33 – 7.39 of this report.
<i>Trees and Ecology</i>	

Loss of mature trees and vegetation.	Refer to paragraphs 7.31 of this report
Impact upon biodiversity.	Refer to paragraphs 7.32 of this report
Proposed development removal of adjoining occupier's trees.	The LPA have requested the applicant to clarify this approach during the application process. They have stated that the trees proposed to be removed fall within their site boundary. This therefore creates a potential boundary dispute, which is a civil matter and not a planning consideration which the LPA can interfere within.
Impact upon adjoining occupiers during construction.	A construction management plan will be sought by condition to ensure that the development is delivered in accordance with the council's code of conduct for construction sites.
<i>Other material issues</i>	
The proposed description of development is inaccurate.	The proposed description of development is considered to accurately detail the proposal.
Lack of emergency access to rear units.	<p>Whilst emergency access is not available directly through the site to the rear building, being 60 metres from the roadside, as set out by the Transport Addendum submitted, alternative methods can be utilised such as the installation of sprinklers.</p> <p>It is also noted that being 15 metres away from the rear boundary, emergency access could potentially be possible via Badgers Walks.</p> <p>Regardless of the above, these details would be secured and approved through consideration of the Building Regulations, and is not a matter for planning.</p>
The proposed development would create security and safety issues.	The proposed development would provide 'eyes on the street' throughout the development with overlooking from the front block to the rear communal area and front parking area, whilst the rear units would face the rear and front of the site, overlooking the proposed communal areas as well as towards the proposed under-croft.
<i>Non-material issues</i>	
Loss of value to properties	This is not a planning consideration.
Restriction covenants on-site	This is not a planning consideration.

- 5.3 Councillor Badsha Quadir has objected to the scheme, making the following representations:
- Not in keeping with the local characteristics
 - Overdevelopment.
 - Loss of mature trees.
- 5.4 Councillor Paul Scott, former Chair of the Planning Committee (when this application was originally consulted upon) referred this application to committee for further consideration for the following issues:
- Potential to meet housing need.
 - Massing and design of the proposed building.
 - Not appearing to maximise the development potential of the site.
 - Extent of hard standing throughout the site.
 - Mix of residential units positive.
- 5.5 Purley & Woodcote Residents Association has also objected to this application on the following grounds:
- Overdevelopment of the site.
 - Visually intrusive to the adjoining occupiers.
 - Impact of the proposed development by way of noise and lights on the adjoining occupiers.
 - Far too much of the potential amenity space available to the flats is taken up with paved driveways
 - Inadequate amenity space for the proposed flats.
 - The plot should be formally divided with the building at the rear to be independently proposed with access onto Badgers Walk.
 - The proposal at 168 and 170 Foxley Lane are incompatible.
 - The proposed rear element of the development at 168 Foxley Lane would prejudice substantial/future development at 170.
- 5.6 The Maples Residents Association Company has commented throughout the application process, objecting to the application on the following grounds:
- Out of character
 - Overdevelopment
 - Adverse impact upon the amenities of the adjoining occupiers.
 - Loss of mature trees and greenery.
 - Inaccessible parking spaces and lack of swept path analysis provided.
 - Impact of the proposed parking arrangements and serious safety concerns in relation to its impact upon pedestrians and future occupiers using the child play space.
- 5.7 Whilst amended plans were submitted as part of the application process and have been considered, these did not change the nature of the proposal originally consulted upon and responded to issues raised by local residents. Further re-consultation was therefore not considered necessary.

6 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 February 2019. 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
- 6.3 The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 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 Parking
- 7.2 Designing out crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM24 Land contamination
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guidance (SDG) (SPD) (2019)

7 MATERIAL PLANNING CONSIDERATIONS

7.1 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;
- Trees and landscaping;
- Parking and highway safety;
- Flood risk;
- Other planning matters

Principle of Development

7.2 The London Plan and Croydon Local Plan support the delivery of new housing in sustainable locations, to address the need for new housing to suit local communities. Approximately 30% of future housing supply may be delivered by windfall sites which provide sensitive renewal and intensification of existing residential areas and play an important role in meeting demand in the Capital, helping to address overcrowding and affordability issues.

- 7.3 Policy SP2.7 supports the provision of new family sized dwellings, with a strategic target of 30% of all new dwellings across the borough to be family sized. The proposed unit mix is three 2-bedroom (3 person) units, two 2-bedroom (4 person) units, one 3-bedroom (four person) unit and two 3-bedroom (5 person) units. The proposal would therefore provide five family units on site, totalling 62.5% and would therefore contribute significantly to the above 30% target.
- 7.4 Policy DM1.2 prevents the loss of small family homes by restricting the net loss of units with three bedrooms or a floor area of less than 130sq.m. There is therefore a requirement to retain or re-provide family sized homes in this case, with several recent appeal decisions supporting both policies DM1.2 and SP2.7. As the existing dwelling exceeds 130sq.m, is a family unit in excess of 3 bedrooms and the proposed development would provide replacement/uplift of family accommodation (3 bedroom), the proposal would comply with Policy DM1.2.
- 7.5 The site has a general suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that the density levels could range from 150 - 200 habitable rooms per hectare (hr/ha). The proposed density of this development would be 290hr/ha. Although this is above the levels sets out, the London Plan states that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to account for other factors relevant to optimising potential – such as local context and design. In this circumstance, it is considered that the proposed development would be appropriate for the site and surrounding area.
- 7.6 The site is located within an existing residential area and subject to policy compliance in other respects, the principle of redevelopment and the density proposed should be welcomed.

Townscape and Visual Impact

- 7.7 The existing dwelling is not statutorily or locally listed and therefore, there is no objection to its demolition and replacement with a proposed flatted development. The scheme proposes a two storey building (with accommodation in the roof-space) fronting onto Foxley Lane, with an under-croft area, providing access to a rear single storey building (with accommodation in the roof space). The units to the rear would front mainly Foxley Lane, but would back onto Badgers Walk to the rear. No access onto badgers Walk (pedestrian or vehicular) is proposed.
- 7.8 The proposed flatted block fronting onto Foxley Lane, is considered to be well designed contemporary reinterpretation, which should integrate well into the varied character of wider area. The application treats both buildings proposed in a similar style, creating 'a family' of buildings.



Figure 1: Proposed Streetscene Elevation facing Foxley Lane

- 7.9 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys respecting local character. In this case, as demonstrated in Figure 1, whilst the adjoining properties are different in their scale and massing (with 170 Foxley Lane being a detached two storey chalet bungalow and 166 Foxley Lane being a semi-detached dwelling with single storey side extension) the proposal would be appropriate for the site.
- 7.10 At the rear of the site, the building would appear as a single storey bungalow with accommodation based within the roof space (with a front gable feature). Figure 2, details the proposed scale of the development in comparison to its two closest adjoining properties that front onto Badgers Walk (with the existing trees omitted for clarity). These two, 3 bedroom units are considered to sit comfortably between the two-storey detached house at 8 Badgers Walk and the bungalow located at 7 Badgers Walk.
- 7.11 Objections received have discussed that the proposal would detrimentally impact the well-considered homogenous development created by Badgers Walk. Whilst this rear facing building would be a stand-alone development, it is considered that this proposal would be a high quality addition to the Badgers Walk streetscene, referencing the common design features including the use of brick and gable roof forms. It is also of note that Badgers Walk has evolved from its original inception, including the now proposed development at the rear of 158 Foxley Lane, which would also partially front Badgers Walk having been recently approved.

rear would have capacity to store these elements within generous rear gardens areas.

- 7.16 Overall, the proposed development would represent a high quality addition to the wider street scene, providing a building that is respectful to local character whilst intensifying the site to provide additional residential units.

Impact on Neighbouring Residential Amenity

- 7.17 The properties most affected by the development would be; 166 and 170 Foxley Lane as well as 7 and 8 Badgers Walk as detailed within Figure 4. The separation between the two proposed buildings would be around 18 metres which should provide acceptable window to window separation between the proposed houses and flats.

166 Foxley Lane

- 7.18 The site and building have been significantly revised throughout the application process to alter the mass of the frontage building as well as the overall site layout, thereby reducing the area of hardstanding. Whilst this has brought the building closer to the flank elevation of 166 Foxley Lane, there is a large single storey garage located adjacent to the boundary at 166 Foxley Lane. There is also an outbuilding located to the rear of this adjoining occupier's garage (not detailed within Figure 4) with the closest located habitable rooms set in from the boundary. The proposal has demonstrated that both in plan and elevation it would not break the 45 degree angles as set out in the SDG (2019). The proposal would therefore not have an overbearing impact upon this adjoining occupiers or detrimentally impacting upon the level of daylight and sunlight received by this immediate neighbour.
- 7.19 All proposed private amenity spaces for the first and second floor units of the front building are shown as being set within the building envelope, restricting overlooking and utilising solid materials such as 'hit and miss' brick work within their flanks. Whilst flank windows are proposed within the northern elevations, these are secondary to the units and would therefore be controlled via condition to be non-opening and obscure glazed up to 1.7 metres from the internal floor level.

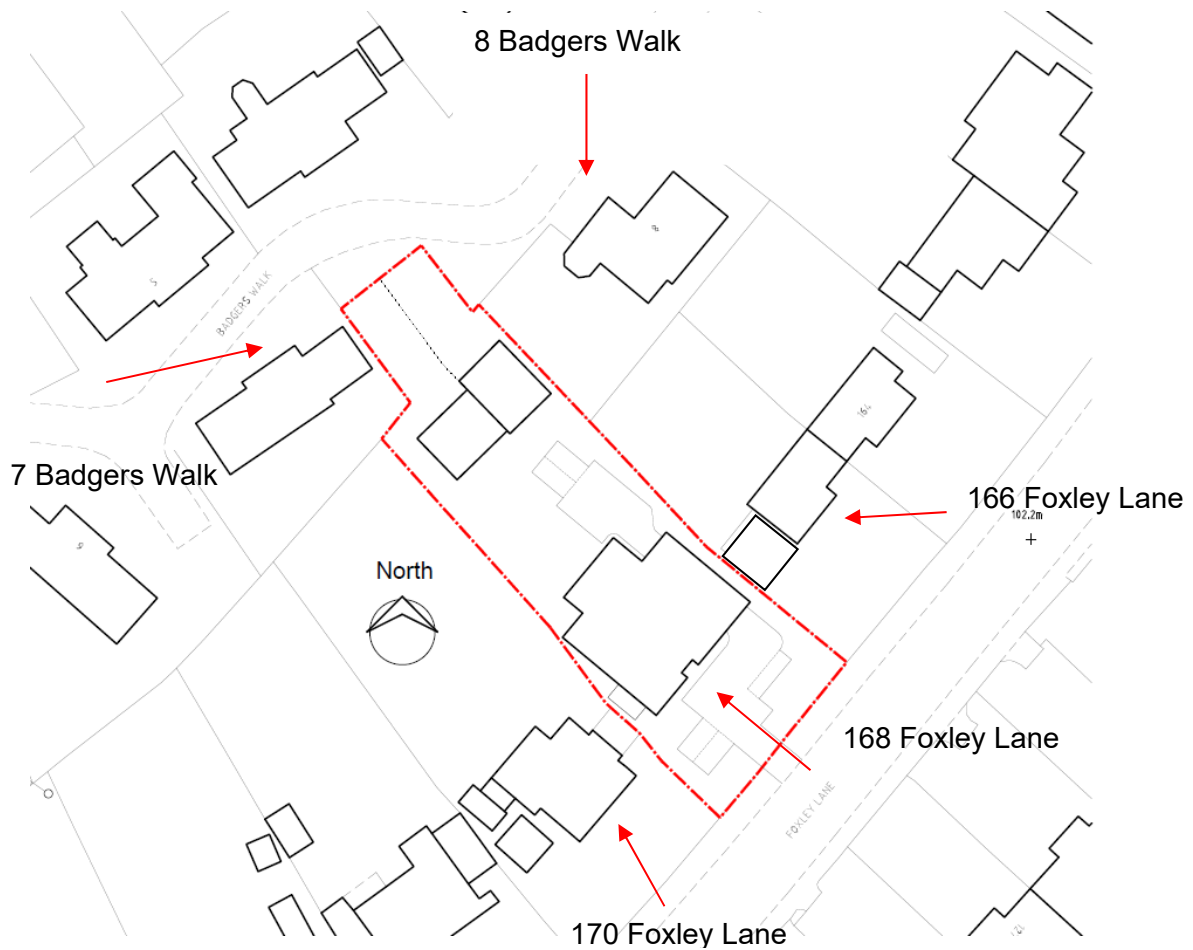


Figure 4: Proposed Site Layout

7.20 Whilst the development would lead to the removal of a number of poor quality tree specimens situated along side boundary, the applicant has indicatively shown replacement trees, alongside the retention of two existing mature trees. These details will be secured by condition, adding further natural screening along the boundary and further improving the relationship with this adjoining occupier.

7.21 The proposed building to the rear considering its scale (being single storey with accommodation in the roof-space and being separated by approximately 26 metres) would not significantly adversely affect the amenities of this adjoining occupier.

170 Foxley Lane

7.22 This neighbouring property is two storey chalet bungalow with accommodation provided within the roof space. Whilst there is a bedroom window located within the first floor flank elevation to this property facing onto the application site, this window is secondary in nature and overall, the proposed development would not be detrimental to the amenities of this neighbouring occupier (especially as the

proposed development would be sited to the north-east of this neighbouring property).

- 7.23 As detailed within the planning history, a similar development, including the demolition of this existing building and erection of a building with 9 units is currently under consideration. A grant of planning permission in respect of the proposed redevelopment of 168 Foxley Lane would not prejudice the principle of the redevelopment of this neighbouring site although as advised above, the proposals for this neighbouring site remain under consideration.

7 Badgers Walk

- 7.24 The proposed rear building would be located approximately 9.5 metres from the rear elevation of 7 Badgers Walk. However, the two units have been carefully designed to ensure there is no direct overlooking, with habitable rooms located at first floor level and set away from the boundary with this adjoining property (with direct line of site into the proposed rear garden areas). Side windows would again be obscure glazed. Moreover, with 7 Badgers Walk being sited north-west of the proposed building, the proposed development should maintain daylight and sunlight penetration into the rear gardens and rear rooms of this neighbouring property.

8 Badgers Walk

- 7.25 There is an approximate separation of 11.5 metres between the proposed flank elevation of proposed rear building and 8 Badgers Walk. Objections received have stated that the development would create an overbearing impact in view of to the flat nature of the proposed elevation, especially considering its height. However, the proposed roof form would be semi-hipped, which would mean that at its closest point to this adjoining occupier, it would be 3.80 metres to eaves and 7 metres to ridge (albeit set further into the site by 3.5 metres). Further amended plans have sought to accommodate taken into account these potential concerns through the introduction of hanging tiles and obscure glazing the side window (which is proposed to be controlled via condition). It is therefore considered that the proposed development should not have an undue impact upon the amenity of this adjoining occupier to an unacceptable degree.
- 7.26 Whilst the proposed development is likely to generate additional comings and goings to/ from the site, the additional noise levels associated with this is not anticipated to be beyond what would be expected within residential areas.

The Standard of Accommodation for Future Occupiers

- 7.27 All the units would comply with requirements set out by the Nationally Described Space Standards (NDSS) in relation to units, bedrooms and floor to ceiling heights. All units are provided with acceptable outlook, daylight and sunlight, with all (apart from Unit 3 at first floor) being dual aspect in nature. Whilst Unit 3 would be north-west facing, with a relatively shallow layout and expansive use of patio doors and windows, officers are content that the quality of the accommodation would be satisfactory.

- 7.28 As regards external amenity space, the London Housing SPG and Croydon Plan states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional person. Each unit would benefit from private amenity space which would meet or exceed these minimum private open space requirements.
- 7.29 In addition to private amenity spaces, the proposal includes children's play-space within the communal area between the two buildings. Details of this play-space will be controlled through the use of a planning condition, in line with London Plan Policy 3.6 and the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Play and Informal Recreation'. Concerns have been raised by neighbouring residents about the proximity of the child play space to the proposed parking areas. Whilst vehicles are likely to be travelling at low speed, further clarity as regards to how these areas will inter-relate with each-other, to ensure safety within the site, will be secured through the use of planning conditions.
- 7.30 Due to the existing subtle land levels and need to increase these at the front of the site to ensure that the TPO trees are appropriately protected, it has not been possible to ensure that any of the units on site would meet M4(3). Taking into account the importance and the protection required for the two pines trees, overall this approach is considered acceptable.
- 7.31 The development would provide high quality accommodation including a number of family sized homes with high quality internal layouts, private amenity space, and communal areas for all future occupiers.

Trees and Bio-Diversity

- 7.32 The proposal would provide appropriate protection measures for the two pines trees adjacent to the front boundary (protected by TPO 13, 2018). A number of low quality specimens are proposed to be removed throughout the site and whilst they do provide some visual amenity (mainly when viewed from Badgers Walk) their removal would be acceptable; they are not of significant quality to warrant preservation. To compensate for tree loss, a number of replacement trees are proposed and shown on the proposed block plan. This approach is supported, with details of the species and pot sizes of replacement specimens to be secured through the use of a landscaping condition.
- 7.33 The majority of the site is currently a residential garden, the rear part of which is heavily overgrown. An ecology appraisal which assessed the potential impact of the development accompanied the proposal. The report has identified no risk to bats and to ensure there is no adverse impact upon breeding birds, a number of mitigation methods were recommended. Overall, this approach is supported and proposed to be secured through the use of a planning condition.

Parking and Highways

- 7.34 The site has a PTAL rating of 1b which indicates poor accessibility to public transport, although the site is located in close proximity to local bus stops and

existing cycle lane situated along Foxley Lane, which provide access to Purley District Centre.

- 7.35 The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide a maximum of up to 1 space per unit and up to 1.5 spaces per unit for 3 bedrooms. It is important to note that the SDG states in low PTAL areas of 0 and 1, the Council should seek to accommodate all parking within the site (off street) and any anticipated need for on-street parking will be judged on a case by case basis. Taking into account the proposed unit mix and policy requirement, the proposed development should aim to provide a maximum of 8.5 spaces.
- 7.36 This proposal proposes 8 on-site parking bays with 1 space designated for each unit, in-line with the policy requirements for a development of this nature in this location. This is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst preserving the existing trees on-site and ensuring the best use of land.
- 7.37 During the course of the application process, amended plans have amended the proposed parking layout as well as altering the massing of the front flatted building. These amendments were sought to overcome potential harm to the protected frontage trees and to enhance the forecourt design for future and neighbouring occupiers. This has now been amended accordingly distributing the proposed parking across the site. Whilst as demonstrated by the swept paths this does create some unfamiliar requirements (mainly for the three under-croft parking spaces) taking into account the relatively small number of trips generated by the development and that the layout would encourage low speeds with acceptable visibility provided throughout and on site waiting areas, overall this approach would be acceptable. Vehicles should have the ability to enter and exit in forward gear, with pedestrian visibility splays shown. The two existing vehicular access points will be closed and a new central access created. This should improve the poor quality sight lines currently in place (inhibited by soft landscaping) as well as the health of the TPO trees.
- 7.38 Cycle storage facilities will need to comply with the London Plan (which would require 16 spaces). These are proposed to be located within the under-croft area for the flatted development with the two units at the rear including these within their rear garden space. Whilst the location is considered acceptable, further details in relation to the proposed appearance and the security of this storage units will need to be controlled through the use of planning conditions.
- 7.39 The flatted development at the front has an internal stored refuse store, which is accessible for waste personnel and future occupiers. The rear units would have their own refuse stores, located adjacent to their properties. However, due to the separation from the roadside, a collection point is annotated on the plans and would require these future occupiers presenting their bins to this point when required. Further details in relation to this, as well as materials and appearance, will be secured by a condition.

7.40 The site layout would be capable of accommodating all construction vehicles on site for the duration of the construction process and this has been demonstrated indicatively within the transport addendum. A Demolition, Construction Logistics and Environmental Management Plan will be required by a condition before commencement of work, particularly given the proximity of the site to Foxley Lane. This should also outline measures to minimise noise and dust impacts and disruption to neighbours.

Flood Risk

7.41 The application lies within area at risk from both surface water and ground water flooding. A Flood Risk Assessment (FRA) has been provided outlining the existing on-site specifics alongside proposed situation. It is noted that the FRA has not been updated and therefore it is likely that as the amount of hard standing has been reduced the potential impact of the development has also further reduced. Regardless of this, the assessment has outlined that the development would not increase off-site flood risk, however as no on site investigations have been carried out, an updated FRA is required along with any updated mitigation measures undertaken in accordance with the updated FRA (following further investigations). Officers are satisfied that with the level of work undertaken to date, it is likely that the flood risk can be satisfactorily mitigated.

Other planning matters

7.42 Conditions are recommended in relation to carbon emissions and water use targets for the development, to achieve sustainability objectives in accordance with policy.

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

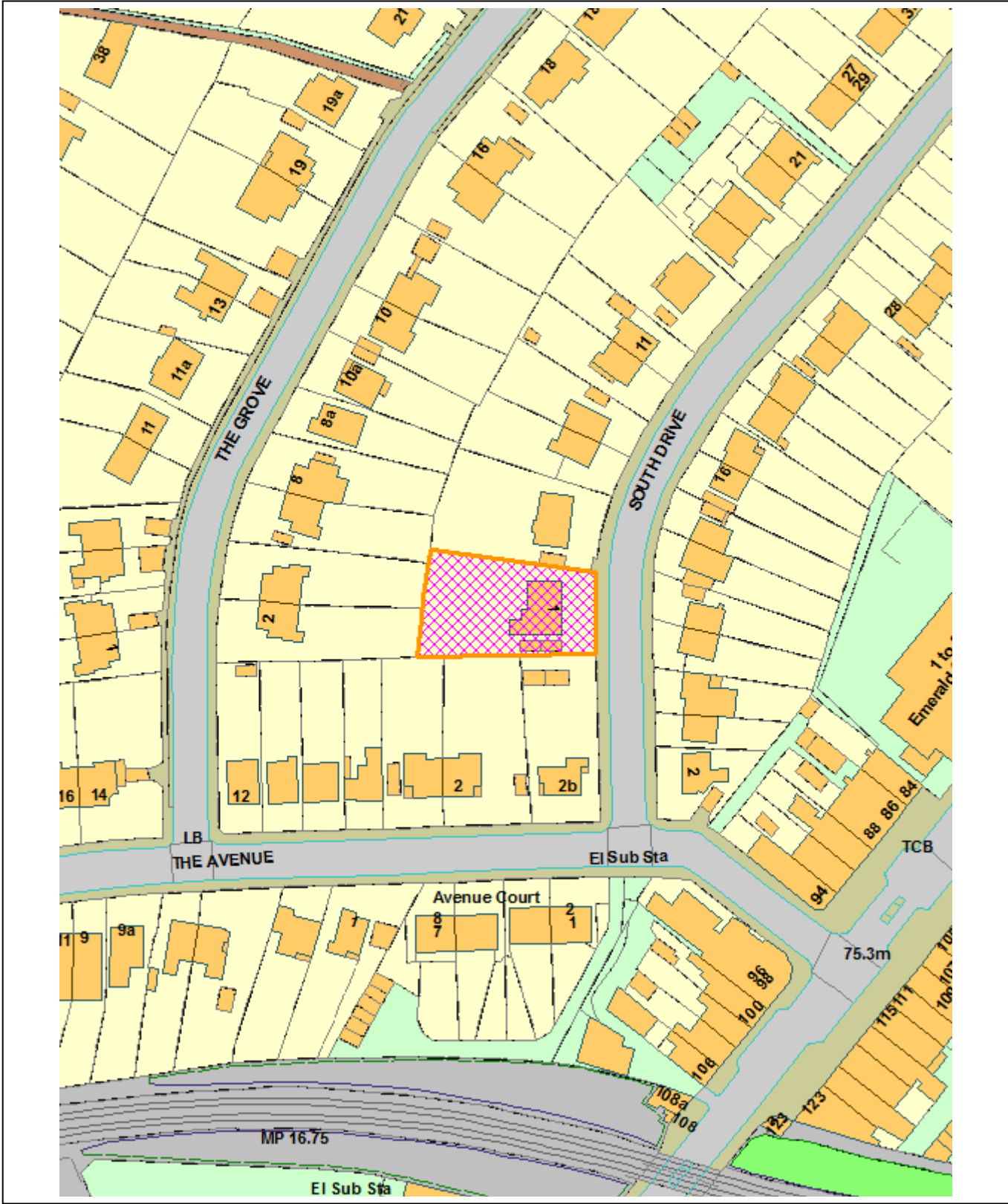
Conclusion

7.44 The site is in a sustainable location for new housing development and the scale, size and amount of development is appropriate for its setting. The new dwellings would provide a good quality and appropriate mix of family sized housing types, supported by car parking, cycle storage and bin storage. The impacts to neighbours would be largely limited to the construction period and the further potential impacts highlighted in this report would be mitigated by the recommended planning conditions.

7.45 The proposal would comply with the Croydon Local Plan 2018 and would be acceptable. Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.

7.46 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**6.6** Item**1.0 APPLICATION DETAILS**

Ref: 19/01109/FUL
 Location: 1 South Drive, Coulsdon, CR5 2BJ
 Ward: Coulsdon Town
 Description: Demolition of existing detached dwelling and detached garage and the erection of a three/four storey building with accommodation within the lower level and roof level to provide 9 flats with 6 off street car parking spaces.
 Drawing Nos: PL100 rev.04, PL101 rev.04, PL102 rev.04, PL103 rev.04, PL104 rev.04, PL200 rev.04, PL201 rev.04, PL202 rev.04, PL203 rev.04.
 Applicant: Macar Developments
 Agent: Natalie Gentry
 Case Officer: Joe Sales

	studio	1 bed	2 bed	3 bed	4 bed
Existing				1	
Proposed flats		1 (1B2P)	3 (2B4P) 2 (2B3P)	3 (3B6P)	

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
6	20

- 1.1 This application is being reported to Planning Committee because the Ward Councillor (Councillor Luke Clancy) has made a representation in accordance with the Committee Consideration Criteria and requested Planning Committee consideration. Moreover, objections above the threshold in the Committee Consideration Criteria have also been received.

2.0 RECOMMENDATION

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

Conditions

1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
2. Details of materials to be submitted

3. Hard and soft landscaping including boundary treatment and retaining walls to be submitted
4. Details of children's play-space to be provided
5. Details (materials, height) of bin-store enclosure to be submitted to and approved prior to occupation
6. No additional windows in the flank elevations
7. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m
8. Privacy screens to recessed balconies, details of which to be agreed
9. Car parking provided as specified
10. Parking permits
11. Details of electric vehicle charging point to be submitted
12. Construction Logistics Plan to be submitted
13. 19% Carbon reduction
14. 110 litre Water usage
15. Details of site specific SuDS to be submitted
16. Accord with recommendations of the Flood Risk Assessment
17. Accord with mitigation and enhancement measures outlined in the Preliminary Ecological Survey
18. Time limit of 3 years
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
 - 2) Code of practise for Construction Sites
 - 3) Ecology consideration
 - 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport
- 2.3 That the Planning Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:
- Demolition of existing house
 - The erection of a three/four storey building with accommodation within the lower level and roof level to provide 9 flats.
 - Provision of communal external amenity space and children's play space
 - Provision of 6 off-street parking spaces
 - Provision of associated refuse and cycle stores

Site and Surroundings

- 3.3 The site comprises a detached bungalow (with accommodation in the roof space – with dormer window) situated on the northern side of South Drive, in Coulsdon. Land levels fall from west to east (back of the site to the front).

There is an existing off street car parking space) access and garage. The site has a medium risk of surface water flooding and a public transport accessibility level (PTAL) of 4. The site is 4 minutes-walk from Coulsdon Town Train Station and Coulsdon District Centre (Waitrose and other District Centre amenities).



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

Planning History

3.4 19/00195/PRE Demolition of the existing dwelling and the erection of 9 flats.

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, respecting the character of the surrounding area.
- 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.
- With the inclusion of a car club space and restriction on parking permits, the level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 21 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: Objecting: 36 Supporting: 0 Comment: 0

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

Objection	Officer comment
Design and appearance	
Overdevelopment of the site	Addressed in para 8.5 - 8.10
Out of keeping with street/obtrusive	Addressed in para 8.5 – 8.10
Impact on amenities of neighbouring properties	
Loss of light to neighbouring properties	Addressed in para 8.17 – 8.24
Overlooking and loss of privacy for neighbours	Addressed in para 8.17-8.24
Extra pollution and noise	Addressed in para 8.17-8.24
Construction noise and dust will be harmful to local residents	Addressed in para 8.33
Landscape/Trees	
Concrete over garden, loss of trees, vegetation and natural habitat	Addressed in para 8.39
Transport and Parking	
Inadequate parking provision. Cars parked on road will cause extra parking stress which is already causing an issue within the immediate and wider area.	Addressed in para 8.25 – 8.35

Parking survey – Has not been carried out in accordance with the Lambeth method of testing.	Addressed in para 8.26
Negative impact on highway safety	Addressed in para 8.25-8.23
Already access issues on South Drive which is a narrow cul-de-sac with no turning areas. Provide an issue for emergency services accessing the road.	Addressed in para 8.25 – 8.35
South Drive not suitable for construction vehicles and traffic	Addressed in para 8.33

6.4 Councillor Clancy referred the application to Planning Committee and raised objections on ground of over-development, parking and inappropriate design.

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 February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions

- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture
- 7.21 Woodlands and trees

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM16 – Promoting healthy communities
- SP6 – Environment and Climate Change
- DM23 - Development and construction
- DM25 – Sustainable drainage systems and reducing floor risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Croydon Suburban Design Guide Supplementary Planning Document April 2019

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of Development
2. Townscape and Visual Impact
3. Housing Quality for Future Occupiers
4. Residential Amenity for Neighbours
5. Access and Parking
6. Sustainability and Environment
7. Trees and Landscaping
8. Other Matters

Principle of Development

- 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the Capital, helping to address overcrowding and affordability issues.
- 8.3 The application is for a flatted development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such, providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues, the principle of residential intensification is supported.
- 8.4 Policies seek to prevent the net loss of 3 bedroom homes (as originally built) and/or homes less than 130m² and to deliver a strategic target of 30% of new homes to be 3 bedrooms (suitably sized for family occupation). The existing building on site is a 3 bedroom house and 3x3 bedroom units are proposed to be accommodated (33% of provision) plus 2x2 bedroom (4 person) units (thereby delivering a net gain in family accommodation). Therefore, 5 of the proposed units would be suitably sized for families which would assist in meeting the 30% strategic target.

Townscape and Visual Impact

- 8.5 The existing dwelling does not hold any significant architectural merit and therefore there is no objection to its demolition. Whilst most buildings in the area have traditional forms, comprising two storeys with pitched roofs, there are a variety of house types (maisonettes, semi-detached, bungalows) and styles in the immediate vicinity.
- 8.6 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys and the proposal is for a three/part four storey building with the third floor accommodated within the roof space (lit by gable/dormer features and roof-lights). The Suburban Design Guide suggests that where surrounding dwellings are predominantly detached dwellings are single storey, new development should seek to accommodate a third storey within the roof-space. Whilst it is noted that the proposals accommodate a fourth storey within the roof space, given the topography of the existing road, it is considered that this scale of development is acceptable within this location.
- 8.7 The new building would have a contemporary form and appearance, comprising two gables on the front elevation. From the frontage the building would have the appearance of a large detached dwelling with a front door. The building would use a range of materials such as red and grey bricks, grey upvc windows and grey slate effect roof tiles.



Figure 2: Elevation of proposed frontage within the street scene

- 8.8 Whilst the building would have a greater footprint than the existing house, given the layout of surrounding buildings, the impact on the street-scene would be acceptable. The building would be set in form side boundaries to maintain visual separation between plots. Whilst it is acknowledged that the depth of the proposed built form would be greater compared to 3 South Drive, the scheme would comply with the “rule of thumb” 45 degree guidance as detailed by the Suburban Design Guide (both vertically and on plan).
- 8.9 Access driveways, forecourt parking and retaining walls to these areas are features commonly found on south west side of South Drive. The existing access and driveway will be replaced with 6 parking bays which would be split by the pedestrian entrance to the building. The hardstanding would be softened through the use of soft landscaping which would be located around the necessary retaining walls and along the front of the site. Given the way the bays have been separated and areas the planting, the hardstanding and retaining walls would not have an overly dominant or incongruous impact on the visual amenities of the area or the street scene.
- 8.10 The site is a suburban setting with a PTAL rating of 4 and as such the London Plan indicates that the density levels ranges of 200-350 habitable rooms per hectare (hr/ha) are appropriate. Whilst the proposed development would be in the region of 354 hr/h, 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. The application site is within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. As outlined above, the proposal would overall result

in a development that would respect the pattern and rhythm of neighbouring area and would not harm the appearance of the street scene.

8.11 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

8.12 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).



8.13 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person

dwellings and an extra 1sqm for each additional unit. All of the units provide sufficient amenity space which is in accordance with the London Housing SPG.

- 8.14 A communal garden is provided at the rear of the site which was the garden of the original dwelling. Whilst the scale of this space is relatively small, as all of the units have private amenity space, the provision of supplementary communal amenity space is considered acceptable. A child play space is shown to be provided within the communal garden, details of which can be secured by condition.
- 8.15 In terms of accessibility, it is noted that there is no step free access to the building from the highway. In order to respect the character of the street scene whereby properties are raised in comparison to road level, the proposed building follows the same building line. The floor level of the building is higher than the highway and there is not adequate space to the front of the site to provide a ramped access (of the required gradient) to serve the building. This would have significantly compromised the capacity of the site to deliver additional housing units and the provision of lift access throughout the building would have further challenged scheme deliverability. Therefore, by reason of these particular circumstances and in order to protect the character of the street scene, it is considered acceptable that the development does not provide level access. This is considered acceptable under the circumstances.
- 8.16 The development is considered to result in a high quality development including 2 x three bedroom family units all with substantial amenities and overall providing an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.17 The main properties that would be affected by the proposed development are 3, 8 and 10 South Drive, 6 and 8 The Grove and 2 and 2b The Avenue.

3 South Drive

- 8.18 This detached bungalow is located to the north of the site. There is a garage which runs along the shared boundary and the existing neighbouring dwelling is located around 4.2m from the boundary. Whilst the proposal would be significantly deeper within the plot than 3 South Drive, the ground floor would be set down into the ground and with the slight angle of sight, when viewing the site from rear windows to 3 South Drive, the relationship between the properties would be acceptable. The first floor element and above would not encroach into the "rule of thumb" 45 degree angle, taken from the rear windows of 3 South Drive (either horizontally or vertically). Therefore the proposal would not be unduly overbearing or cause an unacceptable loss of outlook.
- 8.19 There are no windows proposed that would cause any loss of privacy to this neighbouring property, with proposed side facing ground floor windows either

facing the boundary fence or being secondary in function (installed at high level) and obscure glazed below 1.7 metres from internal floor level.

- 8.20 The rear balconies would all be recessed and screened to the side and as such, should limit overlooking sideways and into the rear garden to 3 South Drive. On balance, the impact on this property is acceptable.

8 and 10 South Drive

- 8.21 This is a pair of semi-detached dwellings which are located opposite side of the road. Whilst the proposed development would be substantially larger than the existing bungalow, given the distance between these properties and variations in topography, the level of overlooking across the street would be limited.

6 and 8 The Grove

- 8.23 These residential properties are located to the rear of the application site with both rear gardens being around 20 metres in depth. The rear wall of the proposed development would be sited a minimum depth of 10 metres from the rear boundary and given the depth of the neighbouring gardens, the window to window separation would be expensive and would easily comply with town planning expectations. The scheme would therefore maintain adequate light, outlook or privacy. There are existing established garden trees and shrubs along the rear boundary which would be retained.

2 and 2b The Avenue

- 8.24 To the south of the site at the end of the road, are two dwellings which abut the boundary of the development site. Given the separation distances between the properties and that the flank elevations contain obscure glazed windows, it is not considered that the proposed development would have an adverse impact on the outlook or the amenity of these properties.

Access and Parking

- 8.25 The site has a PTAL rating of 4 which means that it has relatively good access to public transport (with Coulsdon Town Station and Coulsdon District Centre is relatively close by – at a distance of around 200-300 metres).
- 8.26 It is proposed to create six off street car parking spaces, with direct access off South Drive. A parking stress survey has been undertaken using the Lambeth Methodology which indicates that there is high parking stress within 200 metres of the site. The stress survey indicated that there is a total survey area with an average occupancy of 68.69%. It is therefore considered that there is at least 23 available car parking spaces for any overspill which is considered acceptable in this instance – although some of these spaces might well be used for overspill parking, linked to other similar schemes in South Drive (13 South Drive for example). As with 13 South Drive, it would be reasonable to

restrict residents' access to car parking permits in the future, should the Control Parking Zone be extended in the future.

- 8.30 On balance, taking into account these mitigation measures, it is considered that the impact on parking stress in the area is acceptable.
- 8.31 Local Plan Policy DM30 states that 20% of parking bays should have EVCP with future provision available for the other bays. Details and provision of the EVCP will be conditioned.
- 8.32 Local residents have raised concern as South Drive is a narrow cul-de-sac with no turning facilities and that extra traffic will exacerbate highway safety problems. The situation with regard to the narrowness of the road and turning is existing and it is not considered that a residential use, albeit intensified, would affect this existing situation so significantly as to warrant refusal of the scheme. The proposed development would lead to the closure of a single access point (with the re-introduction of the kerb-line) and the formation of an alternative crossover. This scheme should therefore not result in a substantial loss of on street car parking capacity (although the proposed crossover is likely to be wider than the existing access onto the site).
- 8.33 Concern has also been expressed with regard to construction vehicles accessing the narrow South Drive with no turning facilities. It is noted that other large vehicles for deliveries and the like have access to South Drive as existing. Prior to any works taking place on site, a Construction Logistics and Management Plan will be required to be submitted to the local planning authority by condition to ensure that the road situation has been taken into account. This plan will also detail hours of deliveries, limit construction hours and provide details of dust control methods to reduce the impact on the adjacent properties as far as possible.
- 8.34 A cycle storage area would be provided on the ground floor which are easily accessible via the main entrance of the building. 20 cycle parking spaces would need to be provided in line with London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units). Full details of the proposed storage method demonstrating that the space is large enough for 20 cycles will be secured by condition.
- 8.35 Refuse storage is also shown in the forecourt. It is located in close proximity to the highway (adjacent to the side boundary) which is convenience and suitable for refuse collectors. Again, full details to demonstrate that the scale is adequate for the needs of the development will be secured by condition. The access to the cycle and refuse store is secured in order to prevent any anti-social behaviour from occurring in the sheltered entrance area and full details of this arrangement will be secured by condition.

Environment and Sustainability

- 8.36 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.
- 8.37 The site is located within an area some low risk of surface water flooding and limited risk of groundwater flooding. A SuDS report has been submitted as part of the application recommending flood resistance and drainage measures. The proposals seek to infiltrate surface water into the ground in the first instance and therefore surface water will be discharged to a soakaway located on the road situated along the front of the site. The new parking areas along the front of the property will utilise permeable paving in order to provide surface water treatment.
- 8.38 Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS) and the FRA outlines that SuDS measures should be installed. A condition requiring site specific SuDS measures would be imposed on any planning permission, alongside the other recommendations of the FRA.

Trees and Landscaping

- 8.39 The site is not covered by any Tree Preservation Orders and there are no trees of any particular merit on the site. An arboricultural survey has been undertaken and a tree protection plan has been provided as part of the planning application. The plans show the retention of the existing trees alongside the rear boundary and proposed landscaping. Full details of hard and soft landscaping including boundary treatment will be secured by condition.
- 8.40 A Preliminary Ecological Appraisal of the site has been undertaken which found that no further survey work with regard to protected species is required. The report outlines mitigation and enhancement measures which will be secured by condition. An informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat and in the event that protected species are found on site the applicant should refer to Natural England standing advice.

Other matters

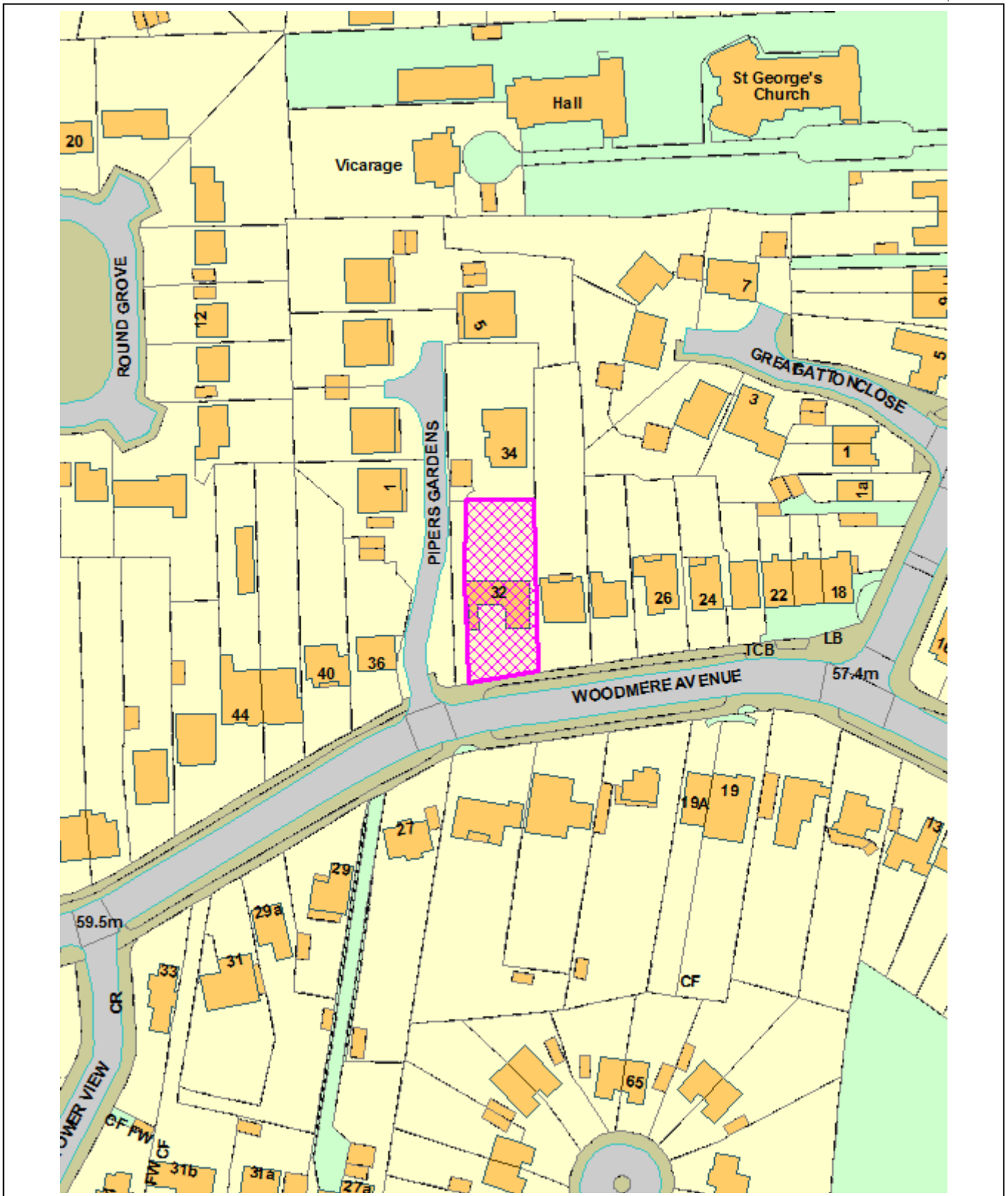
- 8.41 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.42 The principle of development is considered acceptable within this area. The development has been designed to ensure its appearance respects the character of the surrounding area and that there is no significant adverse impacts on neighbouring occupiers. The impact on the highway network would be acceptable with adequate car parking being made available, bearing in mind the relatively high levels of public transport accessibility and proximity to

district centre facilities. Therefore, the proposal is considered to be in accordance with the relevant policies.

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



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PART 6: Planning Applications for Decision

Item 6.7

1 APPLICATION DETAILS

Ref: 19/00783/FUL
 Location: 32 Woodmere Avenue Croydon CR0 7PB.
 Ward: Shirley North
 Description: Demolition of the existing property and the erection of a replacement detached two storey building with accommodation in the roofspace, comprising 7 self-contained flats (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom) with 5 off street car parking spaces, bike store, integrated refuse store and site access.
 Drawing Nos: PP02-00, PP02-01 REV C, PP02-02 REV I, PP02-03 REV F, PP02-05 REV D, PP02-06 REV B, PP02-07 REV C, Arboricultural Impact Assessment and Tree Protection Scheme to BS 5837:2012.
 Applicant: Mr Rob Allen
 Case Officer: Robert Lester

	1b1p	1b2p	2b3p	2b4p	3b4p	3b5p	4b+	Total
Existing						3		1
Proposed	1	1	3		2			7

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
5	12

1.1 This application is being reported to Planning Committee as Cllr Richard Chatterjee (Shirley North Ward) requested that the application be referred. The application has also exceeded the threshold outlined in the Committee Consideration Criteria.

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 subject to S.106 Agreement, conditions and informatives to secure the following matters:

S.106 Legal Agreement

- 1) Highway works including the closure of the existing access crossover; the removal of the existing street tree outside the site (Maple); the provision of a new access crossover; the making good of any damage to the highway and replacement street tree planting.
- 2) A financial contribution of £2,200 plus VAT to pay for the removal of the existing street tree (Maple) due to the proposed new access. The contribution would be required prior to commencement of the development. The replacement planting

shall be 2x12cm to 14cm trees to the front of the property with the works completed by the Council.

Conditions

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions.
- 2) Construction Logistics Plan.
- 3) Details/samples of materials.
- 4) Details of hard and soft landscaping and boundary treatment.
- 5) Details of cycle storage facilities.
- 6) Accessible dwellings.
- 7) Obscure glazed windows.
- 8) Details of energy efficiency/renewable energy measures.
- 9) Details of refuse and recycling storage facilities.
- 10) No new side elevation windows.
- 11) No roof terraces/gardens.
- 12) Details of surface water flood risk mitigation measures.
- 13) Tree Protection Measures.
- 14) Commencement of development within three years of consent being granted
- 15) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Advice on Community Infrastructure Levy (CIL)
- 2) Environmental Health Guidance on Noise.
- 3) Environmental Health Guidance on Noise, Sound Insulation and Light Pollution.
- 4) Advice on Party Wall Regulations.
- 5) Advising to engage with highways authority – any damage to highways as a consequence of construction to be made good at the developer's expense
- 6) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 This application seeks the proposed demolition of the existing property and the erection of a replacement detached two storey building with accommodation in the roofspace, comprising 7 self-contained flats (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom) with 5 off street car parking spaces, bike store, integrated refuse store and site access.

Site and Surroundings

- 3.2 The application property is an existing bungalow, situated on the northern side of Woodmere Avenue adjacent to its junction with Pipers Gardens. The site has an access off Woodmere Avenue and off street car parking. The area has a suburban residential character with a mixture of single storey and two storey detached and semi-detached houses set in large plots with front and rear gardens. There is another bungalow to the rear of the site (34 Pipers Gardens). There is a large tree in the rear garden to the north east of the site and another large tree located to the

west of the site adjacent to Pipers Gardens. The site is located close to a bus route on Orchard Avenue to the west. It is also located close to public open space at Shirley Oaks Playing Field.



Planning History

- 3.3 In July 1998, planning permission was granted for the erection of single storey front and rear extensions (LBC Ref 98/00804/P)

In November 2018 the local planning authority received a pre application submission in respect of the proposed demolition of the existing property and the erection of a detached 2 storey building with accommodation in the roof space, comprising of 7 self- contained apartments with 3 off street car parking spaces, bike store and integrated refuse store (LBC Ref 18/05214/PRE). The pre application advice was issued on the 15th November 2018.

4 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 for its setting.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are acceptable and Nationally Described Space Standards.
- The level of parking and impact upon highway safety is considered acceptable.
- Adequate refuse and recycling storage and cycle parking can be provided.
- Sustainability aspects can be controlled by conditions.

5 CONSULTATION RESPONSE

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

5.2 25 letters were sent to neighbouring properties. These properties (and the additional individuals who responded to the first consultation) were also re-consulted on the amended plans. The Monks Orchard Residents Association has also objected to the planning application.

5.3 The number of representations received from neighbours in response to notification and publicity of the application were as follows:

No of individual responses: Objecting: 20 Supporting: 0 Comment: 0

5.4 The following issues were raised in the 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
Development would be out of keeping with the character of the area in scale and design.	The development would generally harmonise with the layout, height, scale and design of development in the area. Please see paragraphs 7.12-7.17 of the following report for a detailed assessment of the design
Overdevelopment of the site.	
Excessive density of development for this location. No play space shown and lack of communal space	Please see paragraphs 7.2-7.8 of the following report for a detailed assessment of the density.
Loss of family housing to provide flats is not acceptable.	Please see paragraph 7.9 of the following report for a detailed assessment of loss of family housing.
Severe impact on road safety due to increased traffic and on street parking. Particularly as the site is located on a bend in the road and the area already has parking congestion. Manoeuvring would be difficult with vehicles existing in reverse gear	Please see paragraphs 7.30-7.33 of the following report for a detailed assessment of the parking and highway impact. The level of parking (5 spaces for 7 flats) is considered to be acceptable based on the parking standards, car ownership levels and the availability of on street car parking opportunities.
Inadequate parking provision for 7 flats – with PTAL very low and with inevitable parking congestion on street. Car parking should not be provided on the forecourt	
Increased overlooking of neighbouring properties.	The development would not result in material harm to the amenity of neighbouring residents. Please see paragraphs 7.20-7.22 of the following report for a detailed assessment.
Loss of light to neighbouring properties with the scheme not complying with the 45 degree	

angle specified in the Suburban Design Guide. No disabled access to flats	
Impact on security of neighbouring properties.	The development would provide boundary treatment. It would not be possible to access the rear garden via the sides of the proposed building. The development would therefore not increase access to the rear of the site or impact on security.
Impact on local services.	This is a small development and would pay its required Community Infrastructure Levy (CIL) charge – to assist in the delivery of infrastructure.
Increased noise pollution for nearby residents. Refuse storage and bike storage inadequate with storage area more than 20 metres from the street.	The development would not result in noise and disturbance. A Construction Logistics Plan (CLP) would be required by planning condition to mitigate the impact of the construction process on nearby residents.
The plans also show that the car park would be at the front of the building which is contrary to Policy DM10.2.	The car parking on the front hardstanding would not be contrary to policy DM10.2 as it would be screened by soft landscaping and tree planting.

5.5 Cllr Richard Chatterjee has objected to the application on the following grounds:

- The development does not conform to policy DM45 (Shirley) in respect of Homes, where para 11.200 states that growth is to mainly infill with dispersed integration of new homes respecting existing residential character and local distinctiveness. [CASE OFFICER RESPONSE] Policy DM45 (Shirley) states that there is some opportunity for windfall sites will see growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness. The proposed development is an infill development following the demolition of the existing building which would adhere to this policy and to CLP Policy SP2 (Homes) and The Croydon Suburban Design Guide (2019).
- The proposed development does not conform to policy DM45 (Shirley) in respect of Character, Heritage and Design, where para 11.202 states that new development will be sensitive to the existing residential character and the wooded hillsides of the place. [CASE OFFICER RESPONSE] The development would comply with policy as it would generally harmonise with the layout, height, scale and design of development in the area. Please see paragraphs 7.12-7.17 of the following report for a detailed assessment of the design.
- The proposed development is non-compliant with the Croydon Plan Policy DM10 and paragraph 6.37 which recognises a need for providing detailed guidance on scale, height, massing and density [CASE OFFICER RESPONSE the Croydon Local Plan 2018 has now been supplemented by The Croydon Suburban Design Guide 2019 which provides detailed guidance on the layout, scale and design of suburban intensification schemes. The development complies with this guidance].
- The proposed development does not comply with prevailing planning policy in respect of intensity of habitable rooms: taking into account local context and character, the design principles and public transport capacity, development should optimise housing output for different types of location within the relevant density

range shown in Density Matrix [CASE OFFICER COMMENT see paragraphs 7.2-7.8 of the following report for a detailed assessment of the density.

- The Croydon Suburban Design Guide (Chapter 2 Suburban Residential Developments) at paragraph 2.11 heights & depths projecting beyond Building Lines at pages 36 & 37 describes a 45° rule for new developments with adjacent properties. However, the proposed development appears to fail to meet the 45° rule on height in relation to the adjacent property at 30 Woodmere Avenue. [CASE OFFICER COMMENT The development adheres to the 45 degree rule (in plan and elevation) in relation to the neighbouring property at 30 Woodmere Avenue in compliance with the Croydon Suburban Design Guide (2019).
- There is insufficient storage space, as none of Units 1 to 7 have any allocated Storage Space for future occupants and is therefore non-compliant to the current adopted London Plan Policy 3.5 (Quality and design of housing developments) - Table 3.3 Minimum Space Standards for new dwellings. [CASE OFFICER COMMENT - This has been resolved in the amended plans].
- Not all the proposed dwellings fully meet the required minimum space standards as required by the current adopted London Plan Policy 3.5 as defined at Table 3.3; Unit 3 has no allocated Private Amenity Space, and Units 6 and 7 do not meet the minimum Private Amenity Space required by the current adopted London Plan Policy 3.5 Minimum Space Standards for New Dwelling. [CASE OFFICER COMMENT - This has been resolved in the amended plans].
- There insufficient parking provision for this locality as 1a PTAL rated locality. [CASE OFFICER COMMENT Please see paragraphs 7.30-7.33 of the following report for a detailed assessment of the parking and highway impact. The level of parking (5 spaces for 7 flats) is considered to be acceptable based on the parking standards and ownership levels in the area].
- There are no provision for electric car charging points. [CASE OFFICER COMMENT The development would provide an electric vehicle charging point in accordance with LP requirements].
- Croydon Local Plan policy DM10 requires proposals to be of high quality and should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area; however, this application does not do that. [CASE OFFICER COMMENT - The development would generally harmonise with the layout, height, scale and design of development in the area. Please see paragraphs 7.12-7.17 of the following report for a detailed assessment of the design].
- The proposal provides insufficient amenity space, including insufficient allocation of communal outdoor amenity space. (CASE OFFICER COMMENT: This has been resolved in the amended plans].
- The proposed balconies are on a north facing elevation so do not allow adequate sunlight to potential occupants at balconies of units 3 to 7. [CASE OFFICER COMMENT - It is considered that the balconies, which meet the minimum sizes required, would provide a satisfactory standard of amenity for future residents. The communal garden would be a large communal amenity space which would be soft landscaped and would include a children's play area].
- The Council Refuse & Recycling guidance gives requirements for new developments at Section 4 - Flats with 5 or more units is not complied with, as developers of flats with up to 9 units will require 1100 litres for general waste and, where there is more than one bin within a storage area, a minimum of 150mm clearance around and between each bin within a storage area, with 2 metre clearance in front of each bin to enable it to be accessed and safely moved without needing to move any of the other containers. The proposed development does not

provide this 2 metre clearance in front of the bins to allow safe movement. [CASE OFFICER COMMENT - This has been resolved in the amended plans].

- Policy requires the bin storage access doors to not open outward over a public footway or road, and not to cause any obstruction to other accesses when in an open position, but this proposed development does make the doors open outwards and also obstruct access to the bike sheds. [CASE OFFICER COMMENT - The refuse storage area would have sliding doors to prevent obstruction of the side alleyway]
- All doors and alleys must be at least 2 mere wide to allow for safe manoeuvring of bins yet the access pathway at the refuse store is only about 1.3 metre, with this pathway tapering to 1 metre wide at the south east corner. [CASE OFFICER COMMENT It is acknowledged that the side access has a width of 1.1 m which is wide enough for the collection of the 360ltr bins which are proposed (width 0.6 m and depth 0.88m). The 2 m width access recommended in the Environmental Services guidance is for 1100ltr bins which are not proposed in this scheme].
- The bin storage areas must be located within a specified minimum distance of 20 metres from a point where the collection vehicle can safely stop for loading but the distance in the proposal is approximately 30 metres. [CASE OFFICER COMMENT - This has been resolved in the amended plans].
- The proposed development does not meet Policy DM29 (Promoting sustainable travel and reducing congestion) as it is too distant from public transport. (CASE OFFICER RESPONSE: The development would be provided with adequate car and cycle parking and is within walking distance of bus stops on Orchard Avenue].
- There is insufficient car and cycle parking in the proposed development so does not meet Policy DM30 (Car and cycle parking in new development). [CASE OFFICER COMMENT - The development would be provided with adequate car and cycle parking. Please see paragraphs 7.30-7.34 of the following report for a detailed assessment].

6 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 (2016), he Croydon Local Plan (2018) and the South London Waste Plan (2012).
- 6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, including requiring good design that takes the opportunities available for improving the character and quality of an area and the way it functions.
- 6.3 The policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2016 (LP):

- 3.3 - Increasing housing supply.

- 3.4 - Optimising housing potential.
- 3.5 - Quality and design of housing developments.
- 3.6 - Children and young people's play and informal recreation facilities.
- 3.8 - Housing Choice.
- 5.2 - Minimising Carbon Dioxide Emissions.
- 5.3 - Sustainable Design and Construction
- 5.7 - Renewable Energy.
- 5.9 - Overheating and Cooling.
- 5.13 - Sustainable Drainage.
- 5.14 - Water Quality and Wastewater Infrastructure.
- 5.15 - Water Use and Supplies.
- 5.17 - Waste Capacity.
- 6.3 - Assessing Effects of Development on Transport Capacity.
- 6.9 - Cycling.
- 6.11 - Smoothing Traffic Flow and Tackling Congestion.
- 6.12 - Road Network Capacity.
- 6.13 - Parking.
- 7.2 - An Inclusive Environment.
- 7.3 - Designing Out Crime.
- 7.4 - Local Character.
- 7.6 – Architecture.
- 7.13 - Safety, Security and Resilience to Emergency.
- 7.14 - Improving Air Quality.
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 7.21 - Trees and Woodlands.

Croydon Local Plan 2018 (CLP):

- SP1 - The Places of Croydon
- SP2 - Homes.
- DM1 - Housing choice for sustainable communities
- Policy SP4: Urban Design and Local Character
- Policy DM10: Design and character
- Policy DM13: Refuse and recycling
- Policy DM16: Promoting Healthy Communities
- Policy SP6: Environment and Climate Change
- Policy DM23: Development and construction
- Policy DM25: Sustainable Drainage Systems and Reducing Flood Risk
- Policy DM28: Trees
- Policy SP8: Transport and Communication
- Policy DM29: Promoting sustainable travel and reducing congestion
- Policy DM30: Car and cycle parking in new development
- Policy DM45: Shirley

Greater London Authority Supplementary Planning Guidance (SPGs).

- Housing (2016).
- Accessible London: Achieving an Inclusive Environment (October 2014).
- The control of dust and emissions during construction and demolition (July 2014).

- Character and Context (June 2014).
- Sustainable Design and Construction (2014).
- Play and Informal Recreation (September 2012)

Croydon Supplementary Planning Guidance (SPGs).

- Suburban Design Guide Supplementary Planning Document (SPD2)

7 MATERIAL PLANNING CONSIDERATIONS

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

- The principle of development.
- The housing mix.
- The impact on townscape and visual amenity.
- The effect on adjoining residential occupiers.
- The standard of accommodation - residential amenity of future occupiers.
- The transport/highway issues.
- Flooding / drainage.
- Sustainability.
- Refuse and recycling storage.
- Community infrastructure levy.

Principle of Development

7.2 Croydon Local Plan (CLP) Policy SP2.1 (Homes) states that in order to provide a choice of housing for people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of development of new homes provided applications for residential development meet the requirements of Policy SP2 and other applicable policies of the development plan.

7.3 SP2.2 (Homes: Quantities and Locations) states that in order to provide a choice of housing for people in Croydon the Council will seek to deliver a minimum of 32,890 homes between 2016 and 2036. This policy goes onto state that 10,060 of these homes will be delivered across the borough on windfall sites and that land should be used efficiently.

7.4 London Plan Policy 3.3 (Increasing Housing Supply) states that the Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. London Plan Policy 3.4 (Optimising Housing Potential) states that taking into account local context and character, the design principles in Chapter 7 (of the London Plan) and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2.

7.5 The London Plan Housing SPG (2017) states that in appropriate circumstances, it may be acceptable for a particular scheme to exceed the ranges in the density matrix, providing important qualitative concerns are suitably addressed. However, to be supported, schemes which exceed the ranges in the matrix must be of a high design quality and should be tested against considerations including local context and

character, public transport capacity, the location of a site in relation to existing and planned public transport connectivity, social infrastructure provision and other local amenities and services and the need for development to accord with the required housing quality standards.

- 7.6 The Croydon Suburban Design Guide (2019) states that with a growing population there is a necessity to build more homes in Croydon. In Croydon there are a number of low density and suburban locations which have been identified as having the capacity and ability to accommodate additional housing, benefiting new and existing residents. New homes will allow Croydon to provide truly lifetime communities, places where there are homes for people of all ages; first homes, homes for families and homes for down sizers. This allows people to stay in the communities they love through generations. The evolution of the suburbs to provide homes that will meet the needs of a growing population has the potential to add new vitality to the places of Croydon. It must however be recognised that delivering approximately 10,000 homes in the suburban places of Croydon will result in an evolution of the existing character of suburban streets.
- 7.7 The application proposes the demolition of the existing bungalow and the provision of a replacement building containing 7 flats (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom). The site is located in the Shirley area which is a suburban residential area which is predominantly characterised by detached and semi-detached two storey dwellings and bungalows with gardens. The site IS defined as a windfall site.
- 7.8 The development would increase housing supply and would optimise the housing potential of the site in accordance with CLP Policy SP2 and LP policy 3.3. The density of the development at 116 units per hectare (u/ha) and 350 habitable rooms per hectare (hr/ha) would exceed the recommended density range in the London Plan Table 3.2 which is 50-75u/ha and 150-200 hr/ha. However, the LP states that it is not appropriate to apply Table 3.2 mechanistically and it is necessary to take account of other factors relevant to optimising potential such as the local context and design. The development which would demolish the existing dwelling and replace it with a two storey building with accommodation in the roofspace containing 7 flats would respect the character and amenity of this residential area, would not impact on local amenity and would provide good standard of accommodation for future residents. New development contributes toward local infrastructure through Community Infrastructure Levy (CIL) and new services and infrastructure will be delivered in line with the Infrastructure Delivery Plan (2017). It is therefore considered that the development would comply with LP policy 3.4 and CLP policy SP2. The principle of the pre-application scheme is therefore acceptable, subject to satisfying the objectives of other relevant policies.
- 7.9 The development would result in the loss of a 3 bedroom house smaller than 130 sq. m (as originally built). However, the development proposes two replacement 3 bedroom units in the scheme. Therefore, there would be no conflict with policy DM1.2 (Housing choice for sustainable communities) which seeks to protect small family homes.
- 7.10 It is noted that the development proposes 7 residential units and that no affordable housing provision is required in this scheme in accordance with policy SP2.4 (Homes: Affordable Homes).

Housing Mix

- 7.11 The pre-application scheme proposes 7 flats with a mix of 2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom. The two 3 bed 4 person units would contribute to the 30% family housing strategic target, as set out in Policy SP2.7 (Homes: Mix of Homes by Size).

Townscape and Visual Amenity

- 7.12 The design of the development is assessed against London Plan Policies 7.4 (Local Character) and 7.6 (Architecture) and the Croydon Local Plan Policies SP4 (Urban Design and Local Character) and DM10 (Design and character). The Croydon Suburban Design Guide Supplementary Planning Document (2019) provides detailed guidance on the layout scale and design requirements for suburban residential development.

Siting and Layout

- 7.13 The proposed development would be an infill development following the demolition of the existing bungalow. The replacement building would be sited in a similar position to the existing bungalow but with a larger footprint. The proposed building would project forward of 30 Woodmere Avenue by 1.6 m (2.3 m to the projecting front bays). This would be acceptable as it is only a small projection and it would follow the established curve in the building line on the street, with 38 Woodmere Avenue (to the west) being sited further forward. It is also noted that the existing bungalow is sited 1 m forward of 30 Woodmere Avenue. Towards the rear, the proposed building would project to the rear beyond the rear of 30 Woodmere Avenue by 3.5 m (4.2 m to the rear projecting bay). This would be acceptable and would not intercept the 45 degree angles (in plan and elevation) taken from the nearest habitable room windows on the neighbouring property. This strongly suggest that the scheme would be acceptable in terms of its neighbour relationship, especially as the rear facing gardens of these properties are de north facing and are relatively wide. .
- 7.14 The development proposes a detached building and would provide adequate set back distances from 30 Woodmere Avenue (to the east at 2 - 2.5 metres) with a 4 metres separation with the back edge of the Pipers Gardens pavement. The house on the opposite side of Pipers Garden's would be 17 metres to the west, 34 Pipers Lane is sited 20 metres to the north and 25 Woodmere Avenue is located 37 metres to the south. These visual separation distance would all comply with generally accepted character and appearance parameters.

Height and Scale

- 7.15 The proposed building would match the height of the adjacent dwelling at 30 Woodmere Avenue. The building would be designed as a 2 storey building with a crown roof containing accommodation within a second floor level, thereby effectively providing a 3 storey development. The height of the development would be in-keeping with the general character of this suburban residential area which is mainly characterised by two storey detached and semi-detached dwellings.
- 7.16 The proposed building would be more bulky than typical dwellings in the area, due to the deeper footprint and crown roof design. However, whilst the scale of the proposal

would result in some intensification of development on the site, the proposed development would still be broadly consistent with the height, form and character of development in the area and it is considered that the development would not overdominate the streetscape along Woodmere Avenue or Pipers Garden's.



Detailed Design and Appearance

7.17 The development would have a traditional design. The proposal is for a two storey building with a crown roof, with projecting front bay sections which would extend up to roof level with front facing gables and projecting rear bay sections containing balconies at upper floor levels. The building would be constructed from a mix of traditional materials including brick at ground floor level, hanging tiles at first floor level, rendered bay sections, a tiled roof with ridge tiles, brick banding, quoins and upvc windows. Overall, the proposed traditional design approach and materials would harmonise with the character of the area which is characterised by a mix of traditional dwellings of various designs.

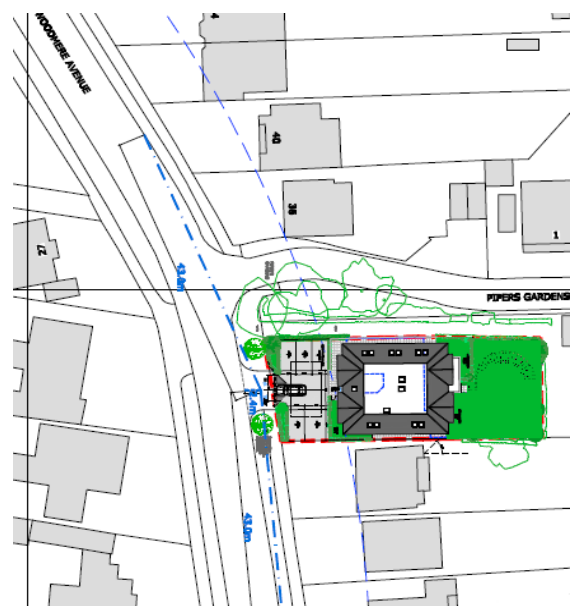
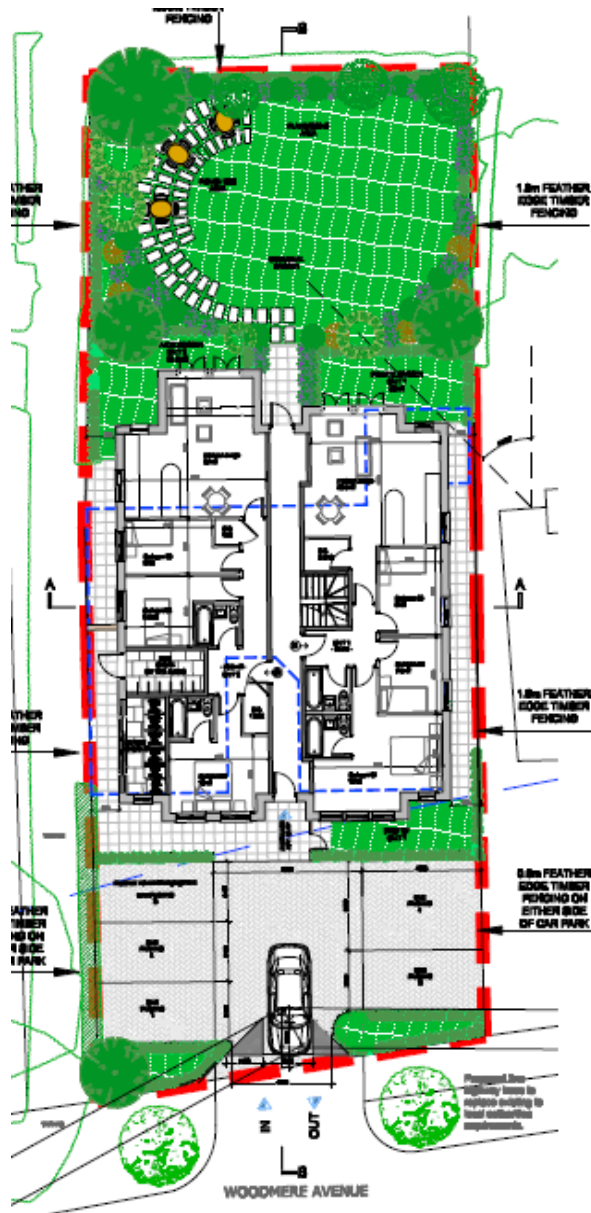


Landscaping/Trees/Boundary Treatment

7.18 The development would be enhanced by a hard and soft landscaping scheme. The front parking area would be constructed from permeable hardstanding to provide

adequate drainage. The increase in the area of front hardstanding would not harm the character of the streetscene as it would be screened by soft landscaping on the front and side boundaries. The development also includes a rear garden which would be heavily soft landscaped with planting on the side and rear boundaries and a small children's play area. The ground floor units 1 and 2 would also be provided with landscaped and enclosed terrace areas. Boundary treatment would also be provided with 1.8 m timber fencing around the rear garden and 0.6 m high timber fencing to the side of the front garden area. Further details of hard and soft landscaping would be required by planning condition.

- 7.19 A tree survey to BS 5837 2012 has been submitted with the application. The existing large Oak tree in the rear garden of the site would be retained. The large Larch and Birch trees to the west of the site would also be unaffected by the development. The development proposes that tree protection measures would be installed during the construction process. The new access would require the removal of the existing Maple on the street in front of the site. However, the developer would meet the costs of replacement planting and associated highway works which would be secured by S.106 Agreement. The development would comply with CLP policy DM28 (Trees).



which states that the Council will seek to protect and enhance the borough's woodlands, trees and hedgerows.

Effect on Adjoining Residential Occupiers

- 7.20 London Plan policy 7.6 (Architecture) states that development should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings. Croydon Local Plan Policy DM10.6 (Design and character) states that development should ensure that; the amenity of the occupiers of adjoining buildings are protected; and that they do not result in direct overlooking at close range or habitable rooms in main rear or private elevations; and that they do not result in direct overlooking of private outdoor space (with the exception of communal open space) within 10m perpendicular to the rear elevation of a dwelling; and that does not result in significant loss of existing sunlight or daylight levels of adjoining occupiers.

Daylight and Sunlight

- 7.21 The development would project beyond the rear building line of 30 Woodmere Avenue, but would not intercept the 45 degree angles taken from its habitable rear windows. The small side windows to 30 Woodmere Avenue do not serve habitable rooms. The forward projection of the development is only small and would not be sufficient to impact on light levels. It is therefore considered that the development would not result in a material impact on 30 Woodmere Avenue by reason of loss of light. The other adjacent properties including 34 Pipers Gardens (20 metres), 36 Woodmere Avenue (17 metres), 25 Woodmere Avenue (37 metres) and 1 Pipers Garden's (18 metres obliquely) are sited too far away for the development to result in a material impact by reason of loss of light. Overall, it is considered that the development would not materially impact on nearby properties by reason of loss of daylight and sunlight.

Outlook and Privacy

- 7.22 The separation distances to the neighbouring properties (outlined above) would be sufficient to prevent any material overlooking or loss of privacy. The development would also not result in overlooking of the adjacent dwelling at 30 Woodmere Avenue (2-2.5 metres) which contains non-habitable side elevation windows. The first floor windows on the side (east) elevation would also be obscure glazed to prevent overlooking and the ground floor windows on this elevation would be screened by the 1.8 m side boundary fencing. The first floor windows and balcony on the west side of the proposed building would face west towards 36 Woodmere Avenue. However, this dwelling at no. 36 (17 m to the west) is located on the opposite side of Pipers Garden's and does not contain habitable windows on its side elevation. The development would also not overlook the main part of its garden (to the rear of the dwelling at 36 Woodmere Avenue). The existing trees on the land directly to the west of the site also provide screening between the development and its garden. Overall, it is considered that the development would not result in overlooking or loss of privacy in relation to neighbouring dwellings.

Construction Impact

- 7.23 London Plan policy 7.15 (Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes) states that development should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development. CLP policy DM23 (Development and Construction) states that the Council will ensure that development, that may be liable to cause 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 and ensuring mitigation measures are put in place to reduce the adverse impacts to acceptable levels.
- 7.24 A Construction Logistics Plan (CLP) would be required by planning condition prior to the commencement to the development to mitigate the impact of dust, noise and disturbance during the construction process and prevent any impact on neighbouring amenity.

Standard of Accommodation - Residential Amenity of Future Occupiers

- 7.25 Croydon Local Plan Policy DM2.8 (Homes: Quality and Standards) requires that all new homes achieve the minimum standards set out in the Mayor of London's Housing Supplementary Planning Guidance and National Technical Standards (2015).
- 7.26 The 2 x 3 bedroom 4 person units at ground floor level (Units 1 & 2) would both have a floorspace over 74 sq. m. The 1 bedroom 1 person unit at first floor level (Unit 3) would have a floorspace over 39 sq. m. The 2 bedroom 3 person unit at first floor level (Unit 4) would have a floorspace over 61 sq. m. The 1 bedroom 2 person unit at first floor level (Unit 5) would have a floorspace over 50 sq. m. The 2 bedroom 3 person units at second floor level (Units 6 & 7) would both have a floorspace over 61 sq. m (with areas of the roof below 1.5 m headroom discounted). All units would also have adequate internal storage which is indicated on the plans (it is noted that storage is not shown for Unit 3 but this unit has a floorspace of 43 sq. m which exceeds the 39 sq. m minimum for a 1 bedroom 1 person unit, therefore it is considered that this unit would have adequate storage space). The proposed flats would therefore all meet the minimum floorspace requirements in the National Technical Standards (2015).
- 7.27 CLP policy DM10 requires that all proposals for new residential development provide private amenity space that is of a high quality design, and enhances and respects the local character; provides functional space, provides a minimum amount of private amenity space of 5m² per 1-2 person unit and an extra 1m² per extra occupant thereafter. When calculating the amount of private and communal open space to be provided, footpaths, driveways, front gardens, vehicle circulation areas, car and cycle parking areas and refuse areas should be excluded.
- 7.28 The amenity terraces for ground floor Units 1 & 2 would exceed 7 sq. m. The balcony for Unit 3 would measure 5 sq. m. The balconies for Units 4 - 7 would measure 6 sq. m. The balconies would all comply with CLP policy DM10 and would provide adequate amenity space for future residents. The development would also have a large rear garden accessed from a central corridor within the building. This would be soft landscaped to provide a good standard of external space for future residents and would also provide children's play space.

- 7.29 The development would provide a satisfactory standard of accommodation for future residents in other respects including the access arrangement, internal layout, floor to ceiling heights and provision of light and outlook. It would allow for level access into the building and ground floor accommodation although the scheme does not include lift access to all floors, in view of practicalities and the effect it would have on scheme deliverability (linked to viability).

Transport/Highway Issues

- 7.30 The site is located in an area with a PTAL level of 1a (on a scale of 1a to 6b), which is considered to be a very poor level of public transport accessibility. The site is not located on a bus route but is close to a bus route on Orchard Avenue to the east of the site. The development would provide 5 off street car parking spaces and bicycle storage is also shown on the plans.

Car Parking

- 7.31 CLP policy DM30 (Car and cycle parking in new development) states that London Plan table 6.2 parking standards should be applied to minor residential development schemes. London Plan table 6.2 states that the maximum parking standards are up to 1.5 spaces per 3 bed unit and less than 1 space per 1-2 bed unit. The maximum parking standard for this development in accordance with London Plan standards is therefore between 5-8 spaces. The development proposes 5 off street car parking spaces which is considered to be a reasonable level of car parking provision in accordance with the standards. The development would not be expected to result in a significant increase in on-street parking in the area. One of the parking spaces would also have an electric vehicle charging point in accordance with London Plan Policy 6.13 (Parking) which requires 20% of spaces to have electric charging.
- 7.32 An examination of census data (2011) for car ownership in the area indicates that the average car ownership associated with flats is 0.52 per dwelling. On that basis, the expected total car ownership for the proposal (rounded to the nearest whole number) would be 4. Accordingly, the proposed level of parking is considered to be acceptable and any overspill parking would be able to be easily accommodated on street.
- 7.33 The front hardstanding would provide a 6 m clear manoeuvring area in front of the parking spaces which would allow vehicles to exit the site in a forward gear.

Cycle Parking

- 7.34 CLP policy DM30 states that London Plan table 6.3 cycle parking standards should be applied to minor residential development schemes. This requires 1 space per 1 bedroom unit and 2 spaces per all other dwelling type. The development therefore requires provision for 13 cycle parking spaces which should be covered and secured. The plans indicate an integral cycle store on the side of the building with an indicated capacity for 12 bicycles. A planning condition has therefore been applied requiring full details of cycle parking prior to the first occupation of the development which shall need to indicate 13 spaces.

New Access

- 7.35 The development proposes the relocation of the site access from the western to central part of the site. The proposed new access would have an acceptable width and adequate visibility splays would be provided. The new access would require the removal of the existing Maple Tree on the street in front of the site. However, the developer would meet the costs of replacement planting and associated highway works which would be secured by S.106 Agreement. The alterations to the access/vehicular crossover and would require the developer to enter into a Section 278 Highways Agreement with the Council.

Flooding / Drainage

- 7.36 London Plan policy 5.13 (Sustainable Drainage) and CLP policies SP6.4 (Environment and Climate Change: Flooding, urban blue corridors and water management) and DM25 (Sustainable Drainage Systems and Reducing Flood Risk) require all new development to utilise sustainable urban drainage systems (SUDS) to reduce surface water run-off and provide water treatment on site.
- 7.37 The site is located in Flood Zone 1 which has a low risk of flooding from rivers and is also not located in an area which has a high risk of flooding from surface water. However, in accordance with CLP policy DM25 sustainable drainage systems are required in all development and should: ensure surface run-off is managed as close to the source as possible; achieve better than greenfield runoff rates; be designed to be multifunctional and incorporate sustainable drainage into landscaping and public realm to provide opportunities to improve amenity and biodiversity and be designed with consideration of future maintenance. The development would provide a permeable front hardstanding and large soft landscaped rear garden to enhance site drainage. However, full details of sustainable drainage measures shall be required by planning condition.

Sustainability

- 7.38 London Plan policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design and Construction) and CLP policies SP6.1 (Environment and Climate Change) and SP6.3 (Sustainable design and construction) require new residential development to promote sustainable energy use, and reduce carbon dioxide emissions and water consumption. New-build residential development of fewer than 10 units shall achieve the national technical standard for energy efficiency in new homes (2015). This is set at a minimum of 19% CO₂ reduction beyond the Building Regulations Part L (2013). New-build residential development is also required to meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. No details have been submitted, therefore a planning condition has been applied requiring details of energy efficiency and renewable energy measures in compliance with these policy requirements.

Refuse and Recycling Storage

- 7.39 CLP Policy DM13 (Refuse and recycling) seeks to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design, the Council will require developments to sensitively integrate refuse and recycling facilities within the building envelope, or, where that is not possible, integrate within the landscape covered facilities that are located behind the building line where they will not be visually intrusive or compromise the provision of shared

amenity space; ensure facilities are visually screened; provide adequate space for the temporary storage of waste (including bulky waste) materials generated by the development; and provide layouts that ensure facilities are safe, conveniently located and easily accessible by occupants, operatives and their vehicles.

- 7.40 The development has been provided with an integral refuse storage area to the side of the building. The Council's Environmental Services department were consulted on this application and this development would be required to provide 3 x 360ltr landfill bins, 2 x 360ltr comingled dry recycling bins and 1 x 140ltr food recycling bin. The refuse storage area would be large enough to accommodate these bins which are also indicated on the submitted plans. The storage area would be conveniently located for future residents and would within the maximum 20m distance from the street for collection purposes. The refuse storage area would have sliding doors to prevent obstruction of the side alleyway. It is acknowledged that the side access has a width of 1.1 m which is wide enough for the collection of the 360ltr bins which are proposed (width 0.6 m and depth 0.88m). The 2 metre width access recommended in the Environmental Services guidance is for 1100ltr bins which are not proposed in this scheme.

Community Infrastructure Levy

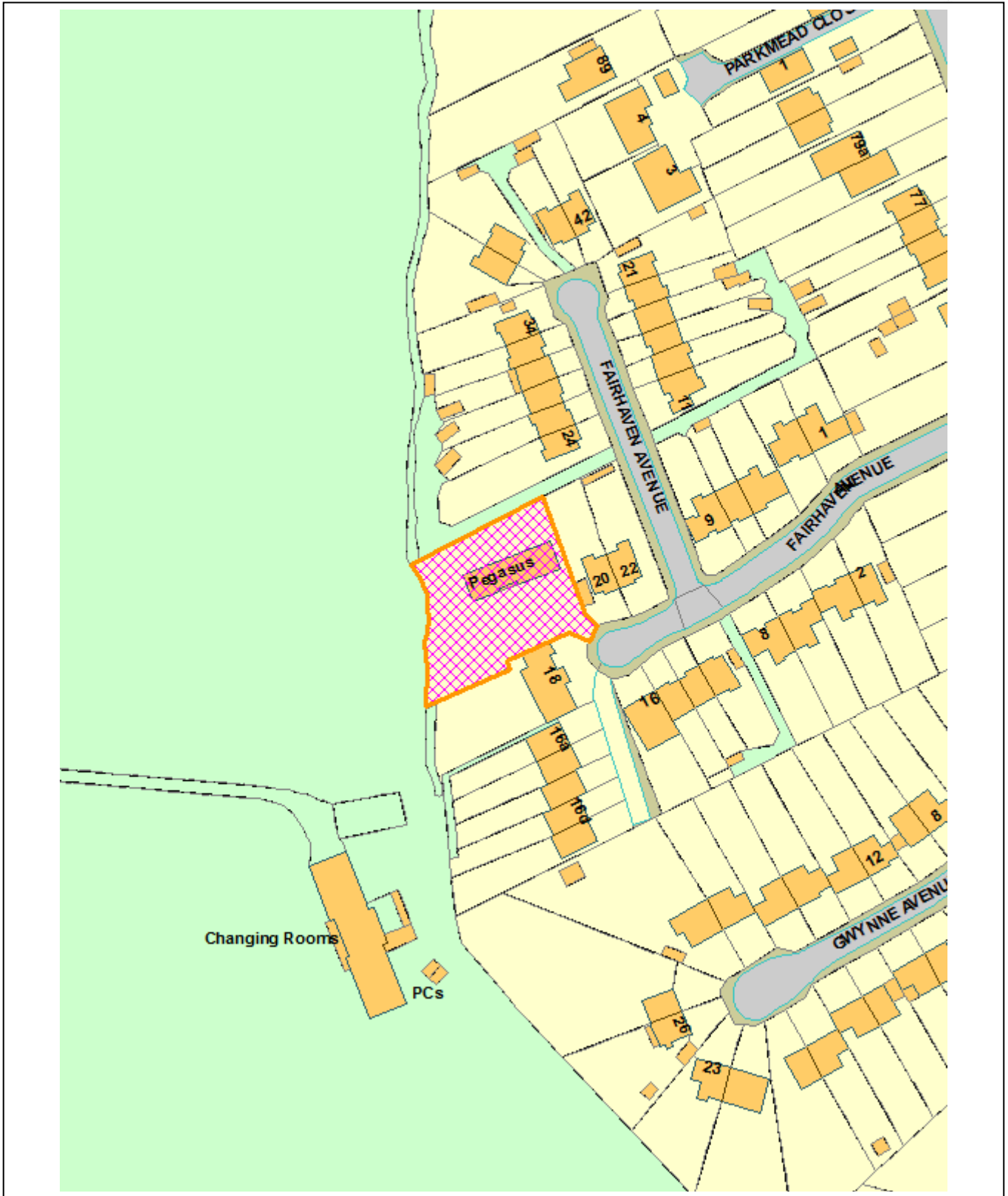
- 7.41 The net additional floorspace of the pre-application scheme would be subject to the Community Infrastructure Levy (CIL). The Mayor's CIL funds Crossrail infrastructure while Croydon's CIL funds new local and sub-regional infrastructure to support the development of an area in line with the Infrastructure Delivery Plan.

Conclusion

- 7.42 Overall, the proposed development has been assessed against the relevant development plan policies and other material considerations above and is considered to be acceptable in planning terms. It is therefore recommended that planning permission be Granted with Conditions Subject to Legal Agreement.

8 OTHER MATTERS

- 8.1 All other planning considerations including equalities have been taken into account.



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PART 6: Planning Applications for Decision

Item 6.8

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/01761/FUL
 Location: Pegasus, Fairhaven Avenue, Croydon, CR0 7RX
 Ward: Shirley North
 Description: Demolition of existing dwelling and erection of a 3-storey block, containing 3 x 3 bedroom houses and 6 x 2 bedroom apartments with associated access, 9 parking spaces, cycle storage and refuse store.
 Drawing Nos: CX27-S1-101A; CX27-S1-102; CX27-S1-103A; CX27-S1-104A; CX27-S1-105A; CX27-S1-106A; CX27-S1-109A; CX27-S1-110B; CX27-S1-111A; CX27-S1-112; CX27-S1-113A; CX27-S1-114A; Hard Landscape Proposal Ground Plan REV A; Soft Landscape Proposal Ground Plan REV A; Tree Protection Plan CCL10127/TTP Rev2; Planting Schedule received 07/06/2019; Tree Specifications received 07/06/2019.
 Applicant: Mr Haris Constanti of Aventier Ltd
 Case Officer: Nathan Pearce

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

1.1 This application is being reported to Planning Committee because it has been referred by Cllr Chatterjee and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports
- 2. Details of facing materials
- 3. Details of car and cycle parking
- 4. Hard and soft landscaping to be submitted
- 5. 19% reduction in CO2 Emissions

6. 110L Water Restriction
7. Permeable forecourt material
8. Trees – Details in accordance with AIA
9. Tree Protection Plan
10. Visibility splays
11. Construction Logistics Plan
12. Accessibility
13. SUDS
14. Windows
15. Time limit of 3 years
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) CIL
- 2) Code of practise for Construction Sites
- 3) Informative – advising to engage with highways authority – any damage to highways as a consequence of construction to be made good at the developer's expense
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a three storey building which includes accommodation in roof-space
- Provision of 6 x 2 bedroom (3 person) flats and 3 x 3 bedroom houses.
- Provision of 9 off-street spaces including one disabled bay.
- Provision of associated refuse/cycle stores.

Site and Surroundings

- 3.3 The application site, which is relatively flat, comprises of a large detached property situated on the northern side of Fairhaven Avenue. The land immediately to the west of the site is designated as Metropolitan Open Land.
- 3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style as regards properties within Fairhaven Avenue, the majority of properties appear to be semi-detached or terraced family dwelling-houses.



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

Planning History

3.5 In terms of recent planning history there no relevant applications.

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 contribute to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide an appropriate mix of units including 3x three-bed units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- 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 10 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a petition, a Residents' Association and a local ward Councillor in response to notification and publicity of the application are as follows:

No of individual responses: 21 Objecting: 21 Supporting: 0 Comment: 0

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

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.9 – 8.12
Loss of family home	Addressed in the report at paragraph 8.6
Poor quality development	Addressed in the report at paragraphs 8.27 – 8.32
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.9 – 8.18
Massing too big	Addressed in the report at paragraphs 8.9 – 8.18
Over intensification – Too dense	Addressed in the report at paragraph 8.7
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.9 – 8.18
Accessible provision	Addressed in the report at paragraphs 8.31
Number of storeys	Addressed in the report at paragraphs 8.11
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.19 – 8.26
Loss of light	Addressed in the report at paragraphs 8.19 – 8.26
Loss of privacy	Addressed in the report at paragraphs 8.19 – 8.26
Overlooking	Addressed in the report at paragraphs 8.19 – 8.26
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.19 – 8.26
Refuse store	Addressed in the report at paragraphs 8.37
<i>Traffic & Parking</i>	

Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.33 – 8.38
Not enough off-street parking	Addressed in the report at paragraphs 8.33 – 8.38
Negative impact on highway safety	Addressed in the report at paragraph 8.33 – 8.38
Refuse and recycling provision	Addressed in the report at paragraph 8.37
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.38
Impact on wildlife	Addressed in the report at paragraphs 8.39 – 8.42
Impact on flooding	Addressed in the report at paragraph 8.44
Local services cannot cope	Addressed in the report at paragraph 8.47
Lack of affordable homes	Addressed in the report at paragraph 8.46
Impact on trees	Addressed in the report at paragraphs 8.39 – 8.41

6.3 A petition signed by 40 residents of Fairhaven Avenue made the following representations:

- Out of keeping with the street-scene
- Impact on light
- No demand for 2 bed units
- Increased anti-social behaviour
- Parking stress & highway safety
- Lack of affordable housing
- Impact on trees
- Waste disposal issues
- Poor quality public transport

6.4 Monks Orchard Residents Association raised the following issues:

- Contrary to NPPF paragraph 122
- Contrary to London Plan policy 3.4, 3.5 and 6.13
- Contrary to Croydon Local Plan policy DM10, DM13, DM25, DM29, DM30 and DM45
- Contrary to Suburban Design Guide SPD (2019)
- Overdevelopment of the site
- Poor quality living environment for future occupiers
- Parking stress & highway safety
- Overbearing impact
- Waste disposal issues
- Increased flood risk

- Poor wheelchair access

6.5 Cllr Richard Chatterjee (Shirley North Ward) raised the following issues:

- Contrary to London Plan policy 3.4 and 3.5
- Contrary to DM45 Shirley place homes policy
- Poor quality living environment for future occupiers
- Overdevelopment of the site
- Excessive density
- Parking stress & highway safety
- Waste disposal issues
- Overbearing impact
- Poor wheelchair access
- Increased flood risk

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. Such 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 (February 2018), and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. 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:

- Delivery of housing
- Requiring good design
- Promoting sustainable transport

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy

- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste net self sufficiency
- 5.18 Construction, Demolition and excavation waste
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.6 Architecture
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- 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
- DM45 – Shirley

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

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

7.7 Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG, March 2016
- National Technical Housing Standards, 2015

- National Planning Practice Guidance

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

- 8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes, which provide sensitive renewal and intensification of existing residential areas, can play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues.
- 8.3 The site has been identified by the developer as a windfall site and as such it could be suitable for sensitive renewal and intensification. The residential character of Fairhaven Avenue consists of detached, semi-detached and terrace houses and bungalows – developed at a relatively low density.
- 8.4 The proposal, whilst incorporating flatted accommodation, has been designed to appear as a terrace of dwelling-houses which would maintain the overall character of neighbouring properties.
- 8.5 The Croydon Local Plan (Policy DM1.2) seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130sqm. The existing unit is a 4 bed house and is in excess of the floorspace threshold. Moreover, the proposal would provide 3 x 3 bed, 4 person houses which would provide adequate floorspace for families. Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and CLP acknowledges that 2 bed, 4 person homes can be treated as family homes (in line with DM1.1) during the first 3 years of the Plan. The overall mix of accommodation, given the relatively small size of the site which limits the number of larger units that can be realistically provided, would be acceptable, would result in a net gain in family accommodation and would contribute to the achievement of the 30% strategic target.
- 8.6 In respect to the density of the scheme, representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1a and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare

(hr/ha). Whilst the proposal would be in excess of this range (280 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically and also provides sufficient flexibility for higher density schemes to be supported where they are acceptable in all other regards. In this instance the proposal is otherwise acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate clear signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the density of the proposed development is acceptable.

The effect of the proposal on the character of the area and visual amenities of the street-scene

- 8.7 The existing property is not protected from demolition by existing policies and would be acceptable, subject to a suitably designed replacement building coming forward. The proposal seeks to demolish the existing detached dwelling-house and replace it with 6 apartments and 3 houses within a single building mass. The scheme has been specifically designed to resemble a terrace of houses, rather than a block of flats. Officers are satisfied that the scheme respects the character of the area and would have limited impact on the Fairhaven Avenue street-scene.
- 8.8 The Croydon Local Plan has a presumption in favour of three storey developments and the application seeks to provide a high quality 3 storey built form that respects the pattern, layout and siting in accordance with Policy DM10.1.
- 8.9 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



Fig 2: Elevational view highlighting the proposal in relation to neighbouring properties.
Proposal site is on the right.

- 8.10 The design of the building would incorporate a traditional styled appearance consisting of gables and bays to the front elevation – maintaining the overall street scene with use of an appropriate materials palette (burgundy brickwork, render and grey roof tiles) with an adequate balance between brick, render and glazing and appropriate roof proportions. The main front element would present a traditional architectural response, consisting of gabled bays.

- 8.11 Whilst the eaves and ridge heights would be higher than the adjoining property (18 Fairhaven Avenue) they would match with the prevailing street scene that continues to the dwellings at 16A Fairhaven Avenue that terminate the cul-de-sac and would be in line with the prevailing building line.
- 8.12 Whilst the frontage would be given over to hard-standing to allow for off street parking, there would be some soft landscaping incorporated, along with a section of soft landscaping along the boundary of the site. This would reflect the arrangement of the neighbouring buildings and would be acceptable.



Fig 3: Ground floor plan proposed site showing proposal in relation to neighbouring properties

- 8.13 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching onto the public highway. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site would offer sufficient opportunities for soft landscaping to the rear.
- 8.14 The application site is a substantial plot within an established residential area and is comparable in size to other flatted and neighbouring back-land developments approved throughout the borough. The scale and massing of the new build would generally be in keeping with the overall scale of development found in the immediate area and the layout of the development would respect the pattern and rhythm of the neighbouring area.



Fig 4: CGI of site showing proposal in relation to neighbouring properties

8.15 The proposal has been designed to resemble a row of terraced houses rather than a block of flats. It responds to the local setting and the siting of adjoining buildings and is a sensitive intensification of the plot. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD 2019 in terms of respecting local character.

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

8.16 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The closest properties to the site are the adjoining properties at 18 and 20 Fairhaven Avenue and 24 Fairhaven Avenue which is to the north (rear) of the site. A daylight assessment has been included with the application which concludes that the proposed development meets the recommended levels of change in line with the BRE guidelines and is therefore considered acceptable in daylight terms. Officers are content with these conclusions



Fig 5: Proposed side elevation showing the relationship with no.20 on the right

18 Fairhaven Avenue

- 8.17 In terms of impacts on 18 Fairhaven Avenue, the proposed front building line of the proposal would be similar to this neighbouring property. Despite projecting beyond the adjacent rear building line, the 45 degree BRE test for loss of light to the rear elevation windows would not be breached and the scheme would be unlikely to cause a significant loss of natural light, outlook or the creation of a sense of enclosure (due in part to a lack of windows within the flank elevation of 18 Fairhaven Avenue). Whilst the proposed development would have two side windows serving the first floor flat, it is unlikely that there would be any material loss of privacy due to the fact that said windows would be high level windows set 1.8m above the internal floor level. Nevertheless it is considered prudent to condition obscure glazing to the aforementioned windows to further protect neighbouring amenity.

20 Fairhaven Avenue

- 8.18 In terms of impact on 20 Fairhaven Avenue, the flank wall of the property would be 15m from the proposed front elevation and the proposal would not breach the BRE 45 degree line and would not create a significant loss of light or provide an overbearing or dominant impact on this property.
- 8.19 This neighbouring property has two first floor windows in the side elevation. The window to the front of this property is a secondary window to a first floor bedroom with the other window lighting a half landing. Although there would be some overlooking of the neighbouring property, the separation distance of 15m between the respective windows is considered to be an acceptable relationship in such a suburban setting. The proposed development would also be suitably set back from the side garden boundary to 20 Fairhaven Avenue – which again, should respect privacy enjoyed by current residents of this property.

24 Fairhaven Avenue (property to the north)

- 8.20 This property is located to the north of the application site and would have a separation of 15m at a 45 degree angle. Given the separation distance and the angled relationship, the impact of the development this neighbour would also be acceptable, in terms of loss of light, outlook, privacy or sense of overbearing. Moreover, the proposed end of terrace property would not feature any windows within its side elevation, overlooking the garden to 24 Fairhaven Avenue.
- 8.21 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

The effect of the proposal upon the amenities of future occupiers

- 8.22 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area, as required by London Plan policy 3.5. The combined cupboard and bedroom storage spaces for the units would meet the minimum requirements of the NDSS.
- 8.23 All of the proposed units would have access to private amenity spaces, with the 3 x 3 bedroom houses benefitting from private rear gardens of between 36sqm and 50sqm. Whilst the private amenity space for units 5 and 6 is marginally below the provision required by policy DM10.4 of the CLP (1sqm in each case), both units either accord or exceed the minimum internal space requirements and also benefit from access to a generous communal garden which also incorporates child play space. Overall, the level of private and communal amenity space is considered acceptable.
- 8.24 The local plan also requires all flatted development to provide new child play space on top of the amenity space to be provided for the scheme itself. In terms of the child play space, the scheme would provide 33.4 square metres which can be secured through use of planning conditions.
- 8.25 In terms of accessibility, whilst there is no provision of a lift to provide level access to the upper level flats, level access would be provided from the front door to all units on the ground floor. The London Plan states that the requirement for a lift within developments of four storeys or less should be applied flexibly to ensure that the development is deliverable. Given the constraints of the site and the footprint of the proposed building, it is considered that the site would not be suitable for a lift. Part M4(2) and M4(3) compliance (ground floor of flatted element) would be secured by condition and a blue badge space has been proposed within the parking area.
- 8.26 Overall the development is considered to result in a high quality development, including an uplift in family accommodation and will offer future occupiers a good standard of amenity, including the provision of communal amenity space and child play space.

Traffic and highway safety implications

- 8.27 The Public Transport Accessibility Level (PTAL) rating is 1a which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 10.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is

encouraged in line with the ambitions of the Development Plan. This scheme proposes 9 on-site parking bays with 1 space designated for each unit, and as such accords with the policy requirements for a development of this nature in this location. The proposed car parking provision is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst preserving the existing trees on-site and ensuring the best use of land. In the event that additional car parking beyond that provided for onsite was required by future occupants of the development, the surrounding road network provides opportunities for vehicles to park on street.

- 8.28 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 9 off-street parking spaces and these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions.
- 8.29 The parking layout and access arrangement would allow for access and exit movements in forward gear and whilst the access point to the site is of a width of 2.75m, this is deemed acceptably wide for private vehicles (i.e. the cars of future occupiers) to pass onto and off of the site which functions as such in its existing state. Whilst it is recognised that emergency vehicles (such as a fire truck) would be unable to access the site, due to the scale of the development and the distance from the street to the rear of the site, such an arrangement can be acceptable subject to the three terraced properties at the northern end of the site being fitted with sprinkler systems (which would be required by Building Regulations). Subject to a condition requiring the applicant to provide drawings demonstrating suitable visibility splays the proposed access arrangement to the site is deemed acceptable and would not harm the safety and efficiency of the highway network.
- 8.30 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 18 spaces) as these are located in a secure and covered cycle store within the rear communal amenity space. This can be secured by way of a condition.
- 8.31 The refuse arrangements would be acceptable and for a nine units scheme would require 1 x 1100ltr landfill receptacle; 1 x 1280ltr for dry recycling and 1 x 140ltr food recycling, which has been accommodated within the site. The refuse store would be located at the side of the building with access to the hardstanding, details of which can be suitably conditioned.
- 8.32 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Impact on trees and wildlife

- 8.33 The existing site consists of soft landscaping which is bordered by established trees and shrubs adding to the overall amenity value and also providing a good

degree of screening to the site. The proposed landscape design protects most of existing trees and provides a large variety of bushes and hedges. A landscaping and planting plan has been submitted, details of which can be captured through use of a planning condition.

8.34 The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned. It is also recommended that a detailed tree protection plan be submitted for approval.

8.35 As regards wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.



Fig 6: Extract from submitted landscaping scheme

Sustainability Issues

8.36 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.

Other Matters

8.37 The site is not located in any designated flood risk area. The applicants have submitted a Surface Water and SuDS Assessment which is based on a desktop study of underlying ground conditions. It is likely that infiltration of surface water runoff following redevelopment may be feasible. The parking area will incorporate permeable paving which will provide capacity for surface water runoff

from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through use of a planning condition.

- 8.38 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.
- 8.39 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for nine units and as such is under the threshold where the provision for affordable homes would be required.
- 8.40 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

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



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1 APPLICATION DETAILS

Ref: 19/00543/FUL
 Location: Land Adjoining 46 Quail Gardens, South Croydon, CR2 8TF
 Ward: Selsdon Vale and Forestdale
 Description: Erection of 15 x 3 bedroom (5 person) terraced houses. Provision of vehicular access, access road and associated works including car/cycle parking, refuse storage and landscaping
 Drawing Nos: 6716-PL02 B, 6716-PL03 B, 6716-PL04 A, AKJH.19-004.102 A, AKJH.19-004.101 A, ha/aiams3/19/46qgdns 17th April 2019, Reptile survey report 404.08609.00001 1, Energy Strategy V1, Residential Travel Plan WIE14429.100.R.2.1.3.RTP V2 1.3, Construction Phasing, Logistics and Method Statement January 2019, Ecological Appraisal 404.08609.00001 v2, DID/130562/03 Technical Note Issue 1, D//D/130562/01 Issue 4
 Applicant: The Oakwood Group and PA Housing
 Case Officer: Louise Tucker

	3b5p
Private sale	8
Shared ownership	3
Affordable rent	4
Total	15

Number of car parking spaces	Number of cycle parking spaces
15	30

1.1 This application is being reported to Planning Committee as the Ward Councillor (Councillor Andy Stranack) made representations in accordance with the Committee Consideration Criteria and requested Committee consideration. Representations submitted in respect of this planning application have also exceeded the Planning Committee thresholds.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following
- a) Discharge of the Section 52 (S.52) agreement
 - b) Affordable housing – 47% on site (by habitable room) (of which 43% shared ownership and 57% affordable rent)
 - c) Local Employment and Training contributions
 - d) Financial contribution towards enhanced air quality

- e) Travel plan monitoring fee
- f) Carbon offsetting contribution
- g) Monitoring fee
- h) And any other planning obligations considered necessary

2.2 That the Director of Planning and Strategic Transport is 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) The development shall be carried out wholly in accordance with the approved plans
- 2) Details of materials to be submitted and approved (including samples)
- 3) Submission of the following to be approved and thereafter retained: Finished floor levels, EVCP (including spec and passive provision)
- 4) Landscaping to be provided prior to occupation and maintained for 5 years
- 5) Landscaping maintenance strategy and schedule to be submitted
- 6) Level access to be provided and retained
- 7) In accordance with Construction Logistics Plan/Method Statement
- 8) Delivery and servicing plan to be submitted
- 9) In accordance with submitted arboricultural survey and constraints plan including tree protection measures and replacement trees
- 10) In accordance with recommendations of ecological survey
- 11) Pre-demolition bat survey to be carried out and mitigation to be agreed
- 12) Pre-demolition badger survey to be carried out and mitigation to be agreed including correspondence from Natural England re. license requirements
- 13) No works to trees to be undertaken during February and August – bird nesting season
- 14) Wildlife friendly lighting scheme to be submitted
- 15) Ecological management plan and mitigation strategy to be submitted
- 16) No windows other than as shown and those shown as obscure glazed shall be provided – obscure glazed windows to be retained as such
- 17) To be provided as specified prior to occupation: Retaining walls, boundary treatment and enclosures, parking spaces and access road including gradient, refuse and cycle stores, visibility splays
- 18) Permeable forecourt material (forming part of a SUDs scheme)
- 19) In accordance with energy strategy
- 20) The development must achieve 35% CO2 reduction beyond Building Regulations
- 21) Submission of drainage strategy
- 22) The development must achieve 110 litres water per head per day
- 23) In accordance with FRA
- 24) Commence within 3 years
- 25) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Site notice removal
- 2) Granted subject to a Section 106 agreement
- 3) Thames Water informative
- 4) Community Infrastructure Levy – Granted
- 5) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 6) Wildlife protection
- 7) Noise levels for air handling units/plant/machinery
- 8) Noise levels for living rooms and bedrooms
- 9) Light levels in accordance with guidance for reduction of obtrusive light
- 10) Installation of ultra-low NOx boilers
- 11) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

2.4 That if, by 20th October 2019, the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for the erection of 15x3 bedroom (five person) terraced houses, comprising two opposite terraces of 8 and 7 units. The houses are proposed on what is currently a residential garden attached to an existing bungalow (46 Quail Gardens) which would be retained, albeit with a significantly smaller garden area.
- 3.2 A new access road off Quail Gardens would be created, utilising and modifying the existing turning head towards the end of Quail Gardens. Each house would benefit from a single car parking space (forecourt parking) resulting in 15 on site car parking spaces (1-1 provision), a front refuse store and a rear cycle store. The works include provision of a full hard and soft landscaping scheme (to both front and rear garden areas).

Site and Surroundings

- 3.3 The application site is located on the south-eastern side of Quail Gardens, towards the north-eastern end of the cul-de-sac. The site currently comprises an extensive residential garden attached to 46 Quail Gardens (also previously known as Hallinwood) which is a detached single storey “L”-shaped bungalow which sits within an extensive garden area which also accommodates three outbuildings. The bungalow and one of the outbuildings would be retained as part of the development and used as a single family dwelling-house. The proposed development site would have a 60 metre road frontage onto Quail Gardens.

- 3.4 The ground rises steadily from north-west to south-east – as the site rises towards Selsdon Woods. The whole site is covered by a Tree Preservation Order (TPO 39 of 1979). The site is bounded by 1.8m timber fencing to Quail Gardens, with a brick base. The south-eastern and south-western boundaries (onto Selsdon Woods) comprise a 1.8 metre high chain link fence.
- 3.5 In terms of policy designations in the Croydon Local Plan (2018), the site falls within an Archaeological Priority Area. The site also lies within a Surface Water Critical Drainage Area, with part of the public highway immediately outside the site a Surface Water Flood Risk Area. There are no other local plan policy designations on the site itself.
- 3.6 The south-eastern boundary of the site adjoins Selsdon Wood (a Local Nature Reserve) which is owned by the National Trust and managed by the Council with the assistance of the Friends of Selsdon Wood (a volunteer group). The woodland is designated as Metropolitan Green Belt and a Site of Nature Conservation Importance (SINC) in the CLP (2018). These designations also extend across the strip of land between Quail Gardens and Selsdon Wood to the south-west of the application site. This strip of land was left as a buffer strip between Selsdon Wood and the nearest dwellings at the time the residential estate was first developed (in the 1970s). At that time, the application site (then comprising the bungalow and other buildings in use as a dog kennels) was effectively included within this buffer strip through the imposition of a S.52 Agreement. The terms of this Agreement required the demolition of kennel buildings, the discontinuance of the kennel use and restrictions over the use of the land, limiting the use of the land as a single dwelling-house and garden. This S.52 Agreement is specific to 46 Quail Gardens (including the current application site).
- 3.7 Quail Gardens forms part of the Selsdon Vale Estate (more commonly known as the “Bird Estate”) which is a large residential area lying to the north and east of the site. The estate was largely developed (along with the wider area of Forestdale) during the 1960s and 1970s. That said, the area to the north-west, immediately adjoining the site, was developed in the 1980s.

Planning History

- 3.8 There is extensive planning history on the site and the wider estate, the most relevant of which is summarised below:
- 3.9 The Selsdon Vale Estate was developed in the 1970s following approval of an application for 476 houses (LBC Ref 72/20/259). This was followed by a further planning permission granted for 175 dwellings in 1975 (LBC Ref 75/20/1264). The approved drawing showed the creation of a buffer strip (150ft wide) between Selsdon Wood and the new dwellings and the 1972 planning permission included a planning condition which sought to ensure that the strip of land was kept open and undeveloped – providing the buffer strip between the residential development and the woodland.

- 3.10 In 1979, planning permission was granted for the erection of 20 further semi-detached houses and garages on the former dog kennels site, which included the curtilage of the dwelling at 46 Quail Gardens (LBC Ref 79/20/284). This permission was granted subject to a legal agreement (S.52 Agreement) between the developer and the Council which advised that the use of the land at 46 Quail Gardens for kennels and boarding animals and any associated buildings shall be discontinued/removed and that this land shall only be used as a single dwelling house with associated garden. This permission was implemented and now forms the housing which is occupied at the end of Quail Gardens and Goldfinch Road. The land at 46 Quail Gardens was cleared and used as set out in the legal agreement.
- 3.11 More recently in September 2005, planning permission was refused for demolition of the existing buildings; erection of 5 detached four bedroom houses with detached garages, 4 terraced four bedroom houses, 2 terraced three bedroom houses and a pair of semi-detached three bedroom houses; erection of two storey building comprising triple garage with two bedroom flat over; erection of garage block, formation of vehicular access and provision of associated parking. (LBC Ref 05/02580/P).
- 3.12 The reasons for refusal related to the relationship to the neighbouring Green Belt (causing harm to visual amenities and open character), the adverse impact on the habitat of protected species, the detrimental impact on protected trees and the erosion of the buffer strip between the built up areas and the Green Belt, the Nature Reserve and the Site of Importance for Nature Conservation.
- 3.13 On 23rd September 2005, planning permission was refused for the demolition of existing buildings; erection of 5 detached four bedroom houses with detached garages, 4 terraced four bedroom houses, 2 terraced three bedroom houses and a pair of semi-detached three bedroom houses; erection of two storey building comprising triple garage with two bedroom flat over; erection of garage block, formation of vehicular access and provision of associated parking (LBC Ref 05/02965/P). The reasons for refusal were identical to those highlighted in paragraph 3.12 above.
- 3.14 On 16th April 2007, planning permission was refused for the demolition of gazebo and shed; erection of 4 detached four bedroom houses with integral garages, and 1 detached five bedroom house with integral garage; formation of vehicular access and provision of associated parking. (LBC Ref 07/00687/P). An appeal against this decision was submitted, but was later withdrawn by the applicant.
- 3.15 On 2nd January 2008, planning permission was refused for the demolition of gazebo and shed; erection of 4 detached four bedroom houses with integral garages, and 1 detached five bedroom detached house with integral garage; formation of vehicular access and provision of associated parking. (LBC Ref 07/00464/P). The refusal reasons were as follows:
- 1) The development would be detrimental to the visual amenity, setting and open character of the adjoining Metropolitan Green Belt and would therefore

- conflict with Policies SP5 and RO6 of the Croydon Replacement Unitary Development Plan (The Croydon Plan)
- 2) There are trees on this site subject to the London Borough of Croydon, 46 Quail Gardens Tree Preservation Order, confirmed on 30th April 1980. The proposal, by virtue of the size and orientation of the usable gardens is likely to compromise the retention of a group of prominent maple trees. The trees are likely to dominate the gardens of plots 3, 4 and 5 and to generate an unacceptable degree of shade. The constraints that the maples place over this site are likely to result in future applications to fell the trees that the LPA would have difficulty in refusing. The trees offer a good level of visual amenity in the locale and their removal would be detrimental to the character of the area. The proposal is, therefore, contrary to policies UD2, UD14, SP8 and NC4 of the Croydon Replacement Unitary Development Plan (the Croydon Plan)
 - 3) The development would result in the loss of land that forms an integral part of the buffer strip between the main built-up area and the Green Belt, Local Nature Reserve and Site of Importance for Nature Conservation adjacent and beyond. It would thus be harmful to the character of the area, and the designated Local Open Land “buffer strip” that continues to the north and south of the application site. As such the proposal would be in conflict with the legal agreement attached to the previous planning permission 79/20/284 and policies UD2, UD3, UD14, H2, SP5, SP6 and RO6 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).
 - 4) The design, siting and massing of the development would not respect or improve the existing pattern of buildings and the paces between them and would thereby conflict with policies UD2, UD3 and H2 of the Croydon Replacement Unitary Development Plan (the Croydon Plan).

(NB: The Croydon Replacement Unitary Development Plan has now been replaced by the Croydon Local Plan (2018). The current policies of relevance are set out in Section 7 of this report)

3.16 A subsequent appeal against this decision was heard by way of a public inquiry in March 2008. The appeal was dismissed on 29th May 2008, the reasons are summarised below (the decision is included as Appendix 2 to this report):

- 1) The proposal would have harmed the setting of the Green Belt, conflicting with UDP policies RO6 and SP5, along with advice in PPG2
- 2) In relation to the loss of the buffer strip, the Inspector concluded that the development would have harmed the character of the area and conflicted with the S.52 Agreement to which he considered protected legitimate planning interests and to which he gave ‘considerable weight’
- 3) In relation to trees, the development was considered to be acceptable and would not have caused shading or dominance over the proposed gardens, nor given rise to irresistible pressure to remove protected trees
- 4) In relation to the design, layout and massing of the development, the development was considered acceptable and would not have caused appreciable harm to the character of the area
- 5) Impact on ecology (in particular badgers and their setts) was considered acceptable

- 6) In terms of housing supply, the Inspector concluded that whilst the proposal would have made a small but useful contribution to housing supply in Croydon, this would not have outweighed other concerns.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- Whilst the previous S.52 Agreement was a critical consideration in respect of previous decisions and specifically the 2008 appeal decision, the balance of issues has changed over the last 10 years (with the introduction of the NPPF, increased housing targets and the adopting of the Croydon Local Plan 2018). Whilst the S.52 Agreement remains an important material consideration (in relation to a retention of a buffer strip) there is a range of other material considerations which now outweighs the harm caused by the proposed redevelopment of the site for housing. With delivery of a range of planning benefits (including the delivery of affordable family housing) the principle of residential development of the site is therefore (on balance) considered acceptable.
- The proposal would contribute positively to borough-wide housing targets and would deliver 15 new family homes on site. 47% of the homes would be affordable, with a broadly policy compliant tenure mix, delivering a 57:43 split, in favour of affordable rent (4 and 3 residential units respectively).
- The scheme has been designed to retain as much of the 'buffer strip' character of the site as possible, with spacing to the boundaries and substantial landscaping to offset the buildings on site. The scale and layout of the proposed built form would be appropriate for the site and the traditional design and materiality would respect the surrounding character of the area.
- The ecological impact of the development and its effect on the adjacent Site of Nature Conservation Importance is able to be mitigated through the imposition of conditions and additional surveys.
- The relationship with the host building and the nearest neighbouring properties fronting onto Quail Gardens is such that there would be no undue harm to residential amenity.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and generous amenity space.
- The highest quality trees on site would be retained, with appropriate replacement planting to mitigate the loss of other specimens which are of lower quality and not worthy of protection. A robust biodiversity-friendly landscaping scheme is proposed.
- The number of parking spaces proposed has been justified and is considered to suitable within the locale taking into account on street capacity.
- Access and turning arrangements for vehicles would not impact on the safety or efficiency of the public highway.
- Other matters including flooding, sustainability, landscaping would be satisfactory, subject to the use of appropriately worded planning conditions.

5 CONSULTATION RESPONSE

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

5.2 The Lead Local Flood Authority (LLFA) originally objected to the scheme. However, following further analysis and modelling, the LLFA is satisfied that the proposals can mitigate flood risks through compliance with planning conditions (to be imposed).

6 LOCAL REPRESENTATION

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

No of individual responses: 154 Objecting: 151 Supporting: 2

Neutral: 1

6.2 A petition has been received with 939 signatures. For clarity it should be noted that this is a copy of an online petition which was available to sign prior to the submission of the application (approximately 850 signatures prior to the validation of the application so not directly in response to the proposal) and those who signed the petition did not give their specific address.

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

Summary of objections	Response
Material issues	
All previous applications have been refused for development at the site and nothing has changed	Refer to paragraphs 8.2-8.27
Loss of buffer strip between Quail Gardens and Selsdon Wood. Will set a precedent for development elsewhere in the buffer strip.	The application site is materially different in planning terms to the remainder of the 'buffer strip', being outside of the Metropolitan Green Belt, the Site of Nature Conservation Importance and the Local Nature Reserve. This is discussed in more detail in paragraphs 8.23-8.29.
Harm to archaeological importance	Refer to paragraph 8.69
There is a Section 52 Agreement in place, preventing development on the land	Refer to paragraphs 8.2-8.29
Harm to the Metropolitan Green Belt	The site is not designated as Metropolitan Green Belt. The site does however adjoin land designated as Metropolitan Green Belt to the south-east and west. This impact is considered in paragraphs 8.28-8.29.

High density, overcrowding	Refer to paragraph 8.30
Homes should be built on brownfield sites first in the town/district centre	Refer to paragraphs 8.2-8.27
There are already enough houses in the area, homes not needed in this area	Refer to paragraphs 8.2-8.27
More affordable homes are needed	Refer to paragraphs 8.2-8.27
Overdevelopment	Refer to paragraphs 8.2-8.27, 8.30
Poor standard of accommodation	Refer to paragraphs 8.39-8.43
Impact on residential amenity of adjoining occupiers – noise and disturbance, loss of light, privacy, outlook, light pollution	Refer to paragraphs 8.35-8.38
Detrimental to wildlife and habitats e.g. badgers	The site itself does not fall within the Site of Nature Conservation Importance, nor is it part of the Local Nature Reserve. Comments relating to ecological impact are considered in paragraphs 8.61-8.66.
Pressure on local infrastructure e.g. schools	Refer to paragraph 8.70
Detrimental to highway safety/traffic generation/inadequate manoeuvring space	Refer to paragraphs 8.44-8.53
Inadequate parking provision	Refer to paragraphs 8.44-8.53
Detrimental to nature reserve and woodland, loss of green space for residents to use, should not build on woodland	There is <u>no</u> development proposed in or encroaching onto Selsdon Woods. There will be no impact on the existing access to Selsdon Woods for local residents, which will remain as is. The development site is currently a private residential garden which borders the Local Nature Reserve. The impact on the nature reserve and woodland is discussed in paragraphs 8.53-8.66.
Impact on the character of the area	Refer to paragraphs 8.31-8.34
Harm to protected trees, post development pressure to prune trees, harm to ancient woodland	Refer to paragraphs 8.53-8.60
Construction noise and disturbance, construction traffic disruption/danger	Refer to paragraph 8.52
The development should not be justified by the draft London Plan as this has not yet been adopted	The draft London Plan has not yet been adopted, but is an emerging document and can be given some limited weight.
Refuse collection	Refer to paragraph 8.51

Flooding and drainage	Refer to paragraph 8.67
Non-material issues	
Harm to the Conservation Area	The site is <u>not</u> within nor nearby to a conservation area. This is not a relevant material consideration for this application.
Loss of Green Belt land	The site is <u>not</u> within the Metropolitan Green Belt. There would be no Green Belt land lost as part of the development.
Loss of well used public space/encroachment on the woods, impact on residents health and wellbeing through loss of access to green space	The site is <u>not</u> part of the Local Nature Reserve (Selsdon Woods). The development site is outside of the Local Nature Reserve. Access to the Nature Reserve would remain as existing.
The Council should not even be considering the proposal	The Council are legally required to consider valid planning applications which are submitted
Loss of view	This is not a material planning consideration
Devaluation of neighbouring properties	This is not a material planning consideration
Impact on ground stability	Structural stability/foundations etc. of the development is covered under separate legislation and/or Building Regulations
New houses will bring anti-social behaviour	The meaning of this comment is unclear. The site is situated within a large existing residential estate and the site being used and occupied by new housing would increase surveillance in and around the site.
Comments relating to intentions of the owners of the existing bungalow	This is not a material planning consideration
Council should not have provided advice to the development prior to the application	The Council offers pre-application advice services to applicants. This is a well-established approach which the NPPF encourages LPAs to offer.
The National Trust were not originally consulted	The National Trust were consulted in the usual manner as an adjoining landowner on 15 th February 2019.
Potholes in the surrounding roads	This is not a material planning consideration
Sewer capacity	This is not a material planning consideration
Application has not been consulted on properly	The application has been advertised in the usual manner in accordance with adopted Council protocols, with letters to adjoining occupiers, a site notice and a press notice in newspaper. Interested parties had 3 weeks to comment as per statutory requirements.
The Council have been street cleaning near the site	Not relevant

6.3 Councillor Andy Stranack has objected to the scheme, making the following representations:

- Not in keeping with the area
- Over Development
- Traffic and Highway concerns

6.4 The National Trust, as landowner of the adjoining land at Selsdon Wood has objected to the planning application raising the following issues of concern:

- Loss of the garden would lose part of the 'buffer zone' which was protected by the S.52 Agreement
- Development would be visually intrusive when viewed from Selsdon Woods and would harm the open character of the woodland
- Detrimental to wildlife
- Harm to the Metropolitan Green Belt

6.5 Natural England raised no objection to the development, but made the following comments:

- The LPA should ensure it has enough information to understand the impact of the proposal on the Local Nature Reserve
- Refers the LPA to standing advice on ancient woodland
- Refers the LPA to standing advice on landscaping, protected species, agricultural land, environmental enhancement, access and recreation etc.

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 an updated form) in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 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 Parking
- 7.2 Designing out crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM24 Land contamination
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guidance (SDG) (SPD) (2019)

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 (S.52 Agreement and Housing/Affordable Housing Delivery);
- Green Belt Considerations
- Density of Development
- Townscape and Visual Impact;
- Residential Amenity;
- Living Conditions of Future Occupiers;
- Parking and Highway Safety;
- Flood Risk;
- Sustainability;
- Trees and Landscaping;
- Other Planning Matters

Principle of Development

Site History – the Buffer Strip

- 8.2 Quail Gardens forms part of the Selsdon Vale Estate, which is a large housing development built in the 1970s carried out under a number of planning permissions. The first application in 1972 (LBC Ref 72/20/259) included a condition to ensure that a strip of land between the edge of the housing estate and the Selsdon Wood Nature Reserve was retained undeveloped. The reason given was to ensure the proper development of the site. Planning permission for a further 175 dwellings was granted to the same developer in 1976 (LBC Ref 75/20/1264). Neither of these planning applications included 46 Quail Gardens, which at the time was known as Hallinwood Kennels - which extended beyond what is currently known as 46 Quail Gardens.
- 8.3 In 1979, planning permission was granted to the same developer for the erection of 20 houses on part of the land known as Hallinwood Kennels (LBC Ref 79/20/284). The remaining land, now comprising 46 Quail Gardens (the existing bungalow and its curtilage), lay adjacent to the formerly undeveloped buffer strip which was the subject of the condition imposed on the 1972 planning permission and was made the subject of a legal agreement between the Council and developer (under S.52 of the Town and Country Planning Act 1971).
- 8.4 S.52 of the Town and Country Planning Act 1971 was amended by the Town and Country Planning Act 1990 (S.106). The S.52 Agreement remains in place and remains an enforceable restriction on the future use/development of the

application site. The S.52 Agreement acts as a land charge and runs with and binds the land until such time as it is varied or formally discharged.

8.5 In the case of the undeveloped land at Hallinwood Kennels (now known as 46 Quail Gardens), the S.52 Agreement (included as Appendix 1 to this report – plan and agreement) states that the developer covenants with the Council as follows (for clarity, the site plan attached to the agreement is also attached as Appendix 1; the blue land referred to is now known as 46 Quail Gardens):

- (1) To demolish the existing kennels buildings on the blue land
- (2) To discontinue the present use of the blue land for kennels and boarding animals
- (3) Not to use the blue land for any purpose other than as a single dwelling-house with associated garden ground

8.6 Within the S.52 Agreement, reference is made to the development of the Selsdon Vale Estate and the condition (imposed on the earlier planning permissions) that a strip of land (150 ft. in width situated along the south western boundary of the site with the Nature Reserve) should remain undeveloped and that the said strip be retained as a buffer of open land between the Estate and the Nature Reserve. It goes on to state that the blue land (now known as the curtilage of 46 Quail Gardens) will form a continuation of the 150 ft. strip and that the developer should regulate the future use of the land as specified in the Agreement i.e. undeveloped. There is no defined planning reason given in the original planning application or the S.52 Agreement itself for the covenants made, or specifically why these provisions were required to protect legitimate planning interests to make the development acceptable.

8.7 This conclusion is further considered through commentary provided by the Planning Inspector who presided over the appeal decided in 2008 which is attached to this report as Appendix 2. He considered whether the purpose of the Agreement was to avoid harm to the ecological aspects of the nature reserve, or for visual amenity reasons. In the appeal decision the Planning Inspector reached the following conclusions:

“The precise purpose of restricting development alongside Selsdon Wood is not made clear either in the 1972 planning permission or in the Section 52 agreement...I do not find the reference to the nature reserve in those documents to be convincing evidence that its purpose was purely for ecological or nature conservation purposes...I consider it more likely than not that reference to the Selsdon Wood Nature Reserve merely serves to identify where the undeveloped land is situated, for the avoidance of doubt. That the undeveloped strip of land retained in the 1972 planning permission is referred to as a buffer of open land, and the effect of the demolition of the kennel buildings increased the openness of the blue land, which in turn was intended to form a continuation of the buffer of open land, suggest to me that the visual amenity of Selsdon Wood was a key planning consideration at the time.”

8.8 Critically therefore, the Planning Inspector considered that reference to the Nature Reserve in the agreement was made only to clearly identify the strip of land and that harm to ecology or nature conservation of Selsdon Woods was not

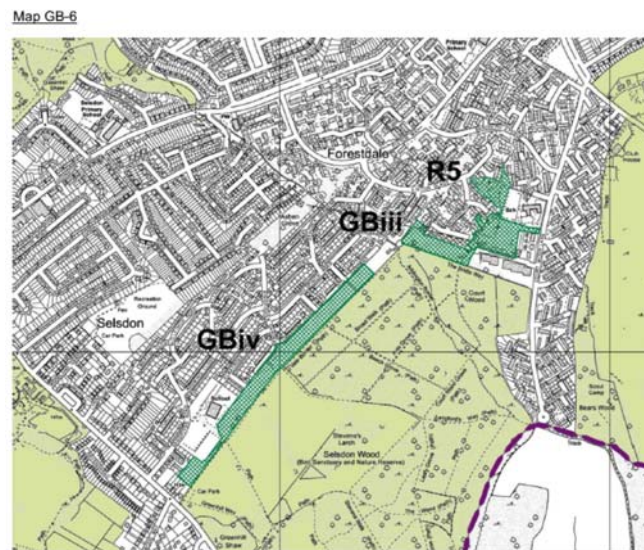
the main reason for ensuring the site remained undeveloped (other than the existing bungalow) with the remainder of the 'buffer strip' between Selsdon Vale and Selsdon Woods. He concluded that the undeveloped strip would form "*a distinct edge to urban development, with the undeveloped strip providing an attractive soft transition to the dense woodland beyond*" and that "*development of the appeal site would amount to a significant reduction of the buffer strip, which would disturb and detract from, rather than enhance, the area's character*". The Planning Inspector felt that because of this harm to the character of the area, the S.52 agreement at that time still protected "*legitimate planning interests*" to which he gave "*considerable weight*".

- 8.9 This is the most recent planning decision that considered the merits of development on the site and as such, it remains an important material consideration alongside the S.52 Agreement in place. However, planning circumstances change over time and one needs to consider the planning merits and the balance of material planning issues in the context of current planning policy context which is considerably different from the policy context which informed previous planning decisions (and especially the 2008 refusal and the subsequent appeal).

Planning Policy Progression and Associated Material Considerations

- 8.10 In terms of the application site and its surroundings, the policy position is materially different to that which was considered in 2008. The National Planning Policy Framework was originally adopted in 2012, which introduced the presumption in favour of sustainable development. The current London Plan was adopted in 2011 (subsequently consolidated with amendments up to 2016). The Croydon Local Plan (2018) was adopted and superseded the Croydon UDP (2008).
- 8.11 At the time of the 2008 appeal decision, the buffer strip (excluding the curtilage of 46 Quail Gardens) was designated as Local Open Land in the Croydon Replacement Unitary Development Plan 2006 (the Croydon UDP). Areas of Local Open Land were locally designated as areas of open space which did not meet the standards of Metropolitan Green Belt or Metropolitan Open Land, yet still made a contribution to outdoor sport, leisure and recreational use in the Borough. The open character of Local Open Land was protected by former Policy R08 in the Croydon UDP. The curtilage of residential properties (including 46 Quail Gardens) were excluded from the designation of Local Open Land as they were not openly accessible nor available for recreation. Selsdon Woods (adjacent to the 'buffer strip') was at the time a Local Nature Reserve and designated as a Site of Nature Conservation Importance.
- 8.12 The Local Plan has since been through a review process, which resulted in the adoption of the Croydon Local Plan (2018). This review assessed all designated open spaces in Croydon and once undertaken, the 'buffer strip', referred to in the Plan as 'Land between Vale Border and Selsdon' was considered to meet the relevant tests within the NPPF for designation as Metropolitan Green Belt (*checks the unrestricted sprawl of London, prevents Croydon from merging with towns in neighbouring local authorities, safeguarding Croydon's countryside from encroachment and assisting in regeneration by encouraging the recycling of*

derelict and urban land). Given that the strip of land was also directly adjacent to an area of Metropolitan Green Belt, this strip of land was formally added to the Metropolitan Green Belt. The plan indicating this change in designation is reproduced below.



- 8.13 It is important to note that this excluded the residential curtilage of 46 Quail Gardens. This was not designated as Metropolitan Green Belt as part of the Local Plan review. Whilst there is no evidence that the residential curtilage of 46 Quail Gardens was considered for inclusion in the Metropolitan Green Belt, there were three representations made in support of the expansion of the 18 additional Green Belt sites which were designated in the Local Plan Review (including Land between Vale Border and Selsdon). However there were no representations made specifically on this strip of land or 46 Quail Gardens itself.
- 8.14 As such, the residential curtilage of 46 Quail Gardens is not subject to any constraints in policy terms which would prevent residential development on the site or the subdivision of the plot. That said, the site cannot be defined as “brownfield land” and the S.52 Agreement remains in place which continues to protect the land from redevelopment.

Setting the scene - Housing Need

- 8.15 This application is required to be considered against a backdrop of Croydon’s significant housing need – viewed in the context of London as a whole. All London Boroughs are required by the London Plan to deliver a number of residential units within a specified plan period. In the case of the London Borough of Croydon, there is a requirement to deliver a minimum of 32,890 new homes between 2016 and 2036; Croydon’s actual need identified by the Croydon Strategic Housing Market Assessment would be an additional 44,149 new homes by 2036, but as there is limited developable land available for residential development in the built up area, it is only possible to plan for 32,890 homes. This requirement is set out in policy SP2.2 of the Croydon Local Plan (CLP) (2018), which splits this target into three relatively equal sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new

homes as identified by specific site allocations for areas located beyond the Croydon Opportunity Area boundary and 10,060 homes delivered across the Borough on windfall sites. The draft London Plan, which has recently undergone extensive examination, proposes significantly increased targets which will eventually need to be further accommodated across the Borough.

- 8.16 Selsdon Ward is expected to contribute to meeting this housing need which is identified by the CLP (2018) as being an area for sustainable growth of the suburbs with some opportunity for windfall sites, with growth mainly confined to infilling with dispersed integration of new homes respecting existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) has also recently been adopted, which sets out how suburban intensification can be achieved; high quality outcomes and thinking creatively about how housing can be provided on windfall sites. As is demonstrated above, the challenging targets will not be met without important windfall sites coming forward, in addition to the large developments within the town centre and on allocated sites throughout the plan process.

Affordable Housing

- 8.17 Within the above targets, there is a clear and identified need for affordable homes. The Local Plan process identified that of the overall homes needed in Croydon, about 91% need to be affordable for residents on lower incomes. It is recognised that it is not realistic to expect this proportion of new homes in the borough to be affordable, so the targets recognise viability and deliverability constraints.
- 8.18 There is a strategic policy target for 25% of all new homes developed in the Borough over the plan period to be either affordable rented homes (homes which are up to 80% market rent) or homes for social rent to meet the Borough's need. There is a further strategic target for 15% of all new homes in the borough developed over the plan period to be intermediate affordable housing for starter homes, low cost shared home ownership managed by a Registered Social Landlord or Intermediate Rent.
- 8.19 The CLP (2018) states that on sites of ten or more dwellings, the Council will negotiate to achieve up to 50% affordable housing, subject to viability, and will seek a 60:40 ratio between affordable rents homes and intermediate (including shared ownership) homes, unless there is an agreement with a Registered Provider that a different tenure split is justified.
- 8.20 The applicants (Oakwood Housing Group and PA Housing) have confirmed that 47% of habitable rooms (equating to 7 out of the 15 homes) would be provided as on site affordable housing, with a 57:43 tenure split (in favour of affordable rent). This equates to 4 of the 7 affordable units being delivered as affordable rent. Officers feel that this represents a key benefit to the scheme and in view of the level of affordable being offered (alongside a positive tenure mix) there is no further need to interrogate scheme viability. Should planning permission be

forthcoming, the affordable housing (47%) would need to be secured through a S.106 Agreement process.

- 8.21 It is understood that PA Housing (a Registered Housing Provider) is working with the housing developer with the intention to deliver the remaining 8 units as shared ownership (with all units therefore being delivered as affordable housing). Whilst there can be no absolute guarantee that the scheme will deliver 100% affordable housing, the Planning Statement confirms that the parties are working together to do just that although to be clear, it is not considered reasonable to link the delivery of 100% affordable housing provision through a S.106 Agreement. It is encouraging however that the application has been submitted jointly by PA Housing and Oakwood and your officers have received positive messages about the prospect of the delivery of 100% affordable housing – with draft contracts in place between the parties. This collaborative approach between a developer and registered provider, seeking to maximise the delivery of affordable housing is welcomed and provides a clear benefit to the scheme, particularly the delivery of affordable rented family accommodation.

Family Housing

- 8.22 There is an identified need for three bedroom family housing. There is a strategic target for 30% of new units to be three bedroom family units. There is also a target for schemes of over 10 units to provide a minimum of 70% three bedroom units as part of the scheme, in a suburban location such as this with a low PTAL rating. The proposed development would exceed this target with 100% of the scheme being three bedroom family homes. Not only would this level of family housing comply with area specific policies (linked to PTAL); it would also help the borough in meeting its 30% family housing strategic housing target. This scheme therefore would make a significant contribution towards the delivery of much needed family accommodation – with a proportion being delivered as affordable housing. This represents an updated housing policy position (compared to the policy position in place at the time of the previous 2008 appeal decision) which needs to be balanced against the harm caused by the redevelopment of the site – linked to the terms of the previous S.52 Agreement outlined in preceding paragraphs.

Conclusion - Section 52 Agreement – Policy Balance

- 8.23 The S.52 Agreement still represents an important material planning consideration which was strongly supported on appeal back in 2008. Officers remain of the view that some harm will be caused as a consequence of residential redevelopment of this site (in terms of the removal of the part of the extended buffer strip). It is of some relevance however that the site was not included as Metropolitan Green Belt as part of the recent Croydon Local Plan review process (especially as the other parts of the buffer strip to the south west of the application site have now been designated as Metropolitan Green Belt).
- 8.24 Critically, it is important that one also takes into account changing policy context and especially increased housing targets identified by the CLP and specifically the need to deliver affordable housing across all unit types – but especially family affordable housing. The number of units proposed as part of this development

would exceed affordable housing thresholds (in excess of 10 units) and the delivery of a high level of affordable housing with a policy compliant tenure mix (captured through a S.106 Agreement) also represents an important planning consideration in accordance with the CLP and London Plan policy.

- 8.25 These issues are finely balanced, but subject to compliance with other related development plan policy, in view of the significance of housing delivery and especially affordable housing delivery, officers feel that the balance should be weighed in favour of the scheme, with the delivery of affordable family accommodation outweighing the harm caused by the encroachment into the land and the reduction on the open character of the site (albeit protected by the previous S.52 Agreement). The adoption of the NPPF, the London Plan, the Croydon Local Plan and the associated housing/affordable housing targets forms a clear distinction between the previous appeal decision and the circumstances surrounding the present scheme.
- 8.26 As outlined below, the scheme is considered to be acceptable in respect of the other relevant material planning considerations and has sufficiently addressed the issues previously assessed (both by officers as well as the Planning Inspector). Following detailed scrutiny of the ecological, arboricultural and landscaping supporting information (in discussion with internal and external consultees) officers are satisfied that the benefits of retaining the site as open garden land (as a buffer to the neighbouring Selsdon Woods) represents a lesser consideration, compared to the delivery of additional housing (and especially affordable housing). Even with the development being progressed, officers are satisfied that the 'buffer strip' that was envisaged back in the 1970s will continue to function effectively, with the development being broadly in keeping with the character of the area whilst respecting the value of the adjacent nature reserve, Green Belt and Ancient Woodland. The scheme would allow the currently unused large residential garden to be used more effectively – aligned with the desire for sustainable suburban intensification.
- 8.27 In planning terms, there is material difference between the application site and the surrounding land given the policy designations (Green Belt and SINC) and it is clear that encroachment onto the remaining buffer strip (now included as Metropolitan Green Belt) would not be supportable in principle.

Impact on the adjacent Metropolitan Green Belt

- 8.28 The site does not fall within the Metropolitan Green Belt, but does directly adjoin Green Belt Land. Whilst current policy seeks to protect and safeguard the extent of the Green Belt (development within it) there is now no policy which specifically protects the setting of the Green Belt. This is a materially different policy position, compared to the previous application (2008) where consideration was afforded to the impact on the openness and setting of the adjacent Green Belt. Consideration of the impact on the Green Belt in character terms is discussed below.
- 8.29 The large preserved trees along the south western boundary are to be retained, with a minimum distance of 13m from the site boundary to the nearest house. The houses and road would be set away from the south eastern boundary,

beyond a proposed buffer hedge. Land levels slope steeply downwards from south east to north-west, meaning the housing would not be overly prominent from the footpath adjacent to the nature reserve. The application site forms part of a residential garden and whilst the garden land cannot be classified as “brown-field land”, the current occupier enjoys extensive permitted development rights which (as a fall back) could lead to extensive coverage of the garden area. Overall, officers are satisfied that the character of the neighbouring Green Belt land would not be materially affected – especially with the extent of the Green Belt extension since the previous appeal decision (back in 2008).

Density

- 8.30 The site has a suburban setting with a PTAL rating of 1b and as such the London Plan indicates that density levels ranges of 150-200 habitable rooms per hectare (hr/ha) are appropriate. Taking into account the site area, the proposal would be marginally in excess of this range at 204hr/ha. In any case, 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. Where these considerations have been satisfactorily addressed, the London Plan provides sufficient flexibility for higher density schemes to be supported. The site itself is substantial in terms of size and other than the host property, does not directly adjoin any other properties. In the context of the location, the development would be of an acceptable density and would make optimal use of the site, respecting the constraints.

Townscape and Visual Impact

- 8.31 The scheme comprises two terraces of 7 houses, with a central access road. Whilst the units are three storey, they appear as two storey houses with accommodation in the roof-space, achieving the minimum height requirement set out in policy DM10 of the CLP (2018). The Selsdon Vale Estate (including Quail Gardens) is characterised by two storey properties of uniform style and gable roofed forms, largely built over the same period. These are predominantly semi-detached and detached, but there are terraced properties of similar design within the wider area. Consequently, the proposed scale, form and design would respect the surrounding character of the area. The houses are staggered within the terrace and step up with the topography, which successfully breaks up the massing of the façade. This approach is seen throughout the surrounding estate, where the topography is varied. There would be some excavation required to manage the sloping site and to achieve appropriate gradients for the road and parking areas, but retaining walls particularly within the front gardens have been kept to a minimum to avoid an over dominance of hard landscaping.



Elevation B-B
Scale 1:200



Elevation E-E
Scale 1:200

8.32 The design and appearance of the dwellings would be traditional, taking cues from the local vernacular, with appropriate features and materials, including mono-pitch roofs and front porches. This approach has been followed in terms of proposed materials and elevational treatment, respecting the strong character of brick and tiles in the Estate, with a condition requiring the submission of samples to ensure that quality is delivered. The two terraces would be set back from the road by around 6 metres, creating a legible approach to the dwellings with opportunity for landscaping. The end of the terraces would address the Quail



Gardens street-scene with the inclusion of a bay style window, ensuring the development is integrated with the existing Estate and provides some street presence.

- 8.33 The scheme has been designed to retain as much of the 'buffer strip' character of the site as possible, whilst also optimising the development potential of the site. The two terraces are well set away from the site boundaries to allow for a realistic landscaped buffer to be provided. For example, along the rear boundary with the nature reserve, current land levels would remain intact directly adjacent to the boundary to maintain the existing relationship as much as possible, with enough space left to practically allow a substantial mixed native hedgerow with trees interspersed – becoming established over time. This will not only help screen the development in terms of visibility and any potential for noise and disturbance, but also promote biodiversity on the site. This is similarly the case for the south western boundary where the existing TPO trees would be retained and again, a native hedgerow introduced with the opportunity to seclude the site even more than the existing scenario. Whilst views into the site would be more open when viewed from Quail Gardens, the existing shrubbery and conifers would be replaced with high quality landscaped banks on either side of the new access, including the provision of instant impact trees.
- 8.34 Taking all factors into account, the scheme would be accommodated in a generously sized plot, located within an established residential area. Following careful consideration, it is felt that development can be accommodated on the site in a sensitive manner, managing the constraints whilst balancing the need for housing.

Impact on Neighbouring Residential Amenity

Impact on 46 Quail Gardens

- 8.35 Whilst the garden to 46 Quail Gardens would be reduced in size, a substantial garden (around 1300sqm) would be retained for the occupiers, largely to the front and side. This would be largely in keeping with the current character of the site, which is set well back in its plot with a limited rear garden depth and the majority of the amenity space to the side. There would be a separation distance of 9.5-10m between the rear walls and the application site boundary with the garden. This is considered acceptable.
- 8.36 The rear elevation of the nearest terrace would be around 16.5m from the flank elevation of the 46 Quail Gardens. This is in excess of the minimum separation distance guidelines in the SDG (2019) and would retain main outlook to the front and rear for the occupiers of the bungalow. There are side windows on the bungalow which face the application site. These serve either non-habitable rooms, or are secondary windows to habitable rooms benefitting from dual aspect. Again, trees and native hedging are proposed along the site boundary to



soften the appearance of the new development and minimise any perception of overlooking from the adjacent house and remaining garden. Overall it is considered the impact on the residential amenity of the host dwelling is considered acceptable.

Houses on Quail Gardens

8.37 Whilst the nearest of the proposed dwellings would be set at a higher land level (compared to dwellings located on the opposite side of Quail Gardens) the two storey flank elevation of the nearest house would be over 22m away from the front elevation of the opposite houses. This separation distance would incorporate the road and footway, as well as front gardens for both the existing and proposed dwellings. The only first floor windows on the proposed elevation fronting Quail Gardens would be secondary windows not providing main outlook for occupants. Houses facing each other within a street-scene is an accepted and established relationship within a suburban context and the relationship is comparable to that found elsewhere on the Estate given the variations in topography. This is similarly the case for car headlights. Whilst there would be some increase in trip generation toward the end of Quail Gardens from the development, cars can already use the existing turning head at night in the current scenario. There would be no direct views towards 44 Quail Gardens from the nearest property (Unit 9) and the separation distance (minimum of 20m apart) is sufficient to ensure there would be no loss of light or outlook. The development is considered acceptable in terms of light, outlook and privacy of neighbouring occupiers.

8.38 There would be additional comings and goings in and out of the site as a result of the development, which is the case with any new housing. It is not considered there would be harm to the residential amenity of surrounding occupiers through noise and disturbance.

The Standard of Accommodation for Future Occupiers

8.39 The proposed houses would comply with internal dimensions and minimum GIA for 3b5p units required by the Nationally Described Space Standards. All units

would be dual aspect with adequate outlook. In terms of layout, each unit would have accommodation across three floors with an open plan living, kitchen and dining area and a small first floor study.

8.40 Each unit would have access to a generous private garden, well in excess of the minimum size requirements set out in policy. It is acknowledged there is no



communal amenity space nor child play-space provided as part of the scheme, in accordance with Policy DM10 of the CLP (2018). The site is constrained in terms of topography, the need to retain preserved trees and the need to allow for a meaningful landscaped buffer around the site. Whilst the scheme would not strictly comply with policy, each house would be provided with a generous private garden and it is reasonable to presume that children would likely use private rear gardens for play, as opposed to a separate children's play area. Similarly residents would more likely use their private gardens for amenity and recreation (external sitting, barbecues) rather than a separate communal garden located elsewhere on the site. The gardens are large enough to allow flexible use for both adults and children and would be able to accommodate play equipment if desired. This would allow residents to manage their own garden as they see fit, also removing the requirement for occupiers of the affordable units to contribute to maintenance charges of the communal space. In this sense, private amenity space would be more desirable and practical for future residents, particularly where high quality public open space (Selsdon Woods) lies in such close proximity to the site. Therefore, taking into account the relatively small scale of the scheme, the generous rear gardens proposed and the location directly adjacent to a publicly accessible nature reserve, it is considered the amenity space provision is acceptable and would provide a high quality standard of development.

8.41 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 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.

- 8.42 The applicant has confirmed that the units can comply with M4(1) Building Regulations, with step free access to all entrances, no raised entrance thresholds and front ramps no greater 1:20. However, due to the challenging topography of the site the development is not able to comply with parts M4(2) or M4(3) of the Building Regulations. Whilst a WC has been provided at entrance level, there is a change in level at ground floor (to deal with topographical changes and to avoid site excavation). It is not considered feasible to provide a lift within each house, which would increase the height and massing of the buildings and would be also likely to lead to additional service charges for residents. Taking this into account, along with the significant topography constraints and the fact that the scheme has been designed in accordance with the requirements of the Registered Provider who will be (hopefully) managing all of the units, it is considered this scenario would be acceptable in these circumstances. A condition has been recommended to ensure that level access is provided.
- 8.43 It is therefore considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

Parking and Highways

- 8.44 The site has a PTAL rating of 1b which indicates poor accessibility to public transport. Each house would benefit from one car parking space, making 15 spaces in total. 30 long stay cycle parking spaces (2 per unit) would be provided, along with 2 visitor cycle parking spaces.
- 8.45 Current transport policy generally seeks to reduce on-site parking in areas with good PTAL rating and encourage sustainable transport methods. The applicant has provided a Transport Statement with their submission which discusses the parking provision. For 3 bedroom units, Local Plan and London Plan standards require up to 1.5 car parking spaces per unit and 2 cycle parking spaces per unit. 2011 census data for Selsdon and Ballards Ward for car and van availability per household was 92%, which if used as a proxy for car ownership in the development, would equate to a need for 14 spaces within the development. Whilst these factors suggest that the level of parking proposed is appropriate, given the low PTAL rating, the applicant has provided further justification.
- 8.46 A parking beat survey, in accordance with the Lambeth methodology, was undertaken in support of the scheme. This surveyed available parking spaces within 200m walking distance of the site on two weekday nights in January to measure overnight parking demand. The survey incorporated realistic parking availability, for example excluding dropped kerbs, turning heads and roads which are practically inappropriate for parking on both sides, for example Quail Gardens itself. The results found that whilst some streets recorded over 100% parking occupancy (Wagtail Gardens and Lapwing Close), the survey area recorded an average of 81% parking stress (between 79%-83% occupancy), which is the equivalent of between 24 and 19 available on-street parking spaces. Parking stress is generally deemed as high when there is an 85% saturation. Therefore whilst the survey demonstrates there is elevated demand for parking

in the area, parking stress is not at capacity. This suggests that there is sufficient available on-street parking in the vicinity to accommodate any overspill from the development.

- 8.47 In addition to the above considerations, the site is located within a 3 minute walk of a bus stop served by the 433 bus route, which provides services to Addington Village Interchange and East and West Croydon stations. This also connects the Selsdon Vale Estate with the Selsdon District Centre, approximately a 6-7 minute bus journey away, 20-25 minute walk or 8 minute cycle from the site. The High Street has two supermarkets, a Post Office, pharmacy and bank. There are also primary and secondary schools within walking distance of the site.
- 8.48 The developer has produced a Travel Plan. The targets for the plan are to reduce private car use by 5% within 5 years and increase the number of trips being undertaken by public transport by 5% within 5 years of the survey, with methodology setting out how these targets will be progressed. These are evolving documents and must be monitored over set timescales by the local planning authority to assess achievement of targets, which the developer has committed to be secured through the S.106 Agreement. This will commit the applicant (and eventually the Registered Provider) to work with residents to reduce reliance on the car, further reducing the likelihood of overspill parking onto the road network.
- 8.49 Taking all matters into account, it is considered the parking provided is acceptable.
- 8.50 The site would be accessed via the existing turning head off Quail Gardens. The existing dwelling would retain its driveway onto Quail Gardens. The proposed road would function as a shared space for vehicles and pedestrians. The front gardens would be open allowing clear views along the access road in both directions creating a safe environment for pedestrians. Pedestrian visibility splays would be achieved at the access onto Quail Gardens. There would be adequate turning and manoeuvring space within the site for vehicles to enter/exit in a forward gear, ensuring traffic utilising Quail Gardens is not impacted upon in terms of safety and efficiency. In any case, it is anticipated within the Transport Statement (compared with other similar developments) that there would only be the equivalent of a car/van trip every 6 minutes during the AM Peak Hour and a car/van trip every 7.5 minutes during the PM Peak Hour which is not considered to be significant in the context of the surrounding residential area and would not have a material impact on the highways network on the area.
- 8.51 Refuse storage is located to the front of each house. Whilst this is not in accordance with general policy requirements there is no feasible alternative. A communal store adjacent to the highway would be substantial in size and obtrusive in the street-scene, as well as inaccessible and inconvenient for residents in terms of acceptable drag distances. It has been demonstrated with vehicle tracking diagrams that a refuse vehicle could safely access the site via Quail Gardens in reverse gear, exiting back out onto Quail Gardens in forward gear. This would offset the removal of the existing turning head, allowing for an easier manoeuvre which is compliant in terms of drag distances for collection crews and convenient for residents.

- 8.52 A Construction Logistics Plan and Method Statement has been submitted with the application. This responds to a number of concerns raised by residents in terms of managing noise, disturbance and disruption during construction of the development. The document is comprehensive and sets out the construction methodology including construction hours, traffic management, delivery access routes and arrangements, unloading/loading procedures and importantly liaising with surrounding occupiers. This is considered to be acceptable and the developers will be required to comply with this document through a planning condition.
- 8.53 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Trees and Landscaping

- 8.53 An area Tree Preservation Order (TPO 39 of 1979) covers the site. This covers any trees which were in place on the site at the time the TPO was made and as such an assessment has been undertaken of the trees currently on site and their quality and amenity value.
- 8.54 Based on the maturity of the specimens on site, it is considered that most of the trees covered by the Order are situated around the site periphery. There are some trees in the centre of the site which don't appear mature enough to be covered. There are a small number of fruit trees and a moderate group of Sumac specimens growing next to one of the outbuildings, which offer limited visual amenity value and no real natural habitat. The remaining sloping sections of the site are generally laid to lawn, with the exception of the aforementioned trees on the site periphery.
- 8.55 There are a group of Leylandii specimens along the boundary adjacent to the highway (marked G1 in the arboricultural report) which are of moderate condition. These are large and prominent within the street-scene, screening the current site from Quail Gardens. However, these have been inspected and are not considered to be of an age old enough to be included within the current TPO. Having considered the type of species, quality and their relatively close relationship with surrounding properties (in terms of safety), it is not considered that they should be included within a new TPO and their removal can be accepted. The loss of trees would be suitably mitigated through the planting of replacement specimens (of better quality). A substantial amount of planting is also proposed on the section of front boundary on the other side of the new access, which currently consists mainly of low level poor condition self-seeded trees and bramble. This element of the scheme is considered acceptable.
- 8.56 T10-15 are situated along the south western boundary, which are considered to be old enough to fall within the TPO. These trees do show some signs of squirrel damage within the canopy framework structures, but are moderate in size and do contribute visual amenity value to the area. These are proposed to be retained as part of the development, which is considered feasible given that construction is only proposed to take place beyond or at the periphery of the Root Protection Areas (RPAs) of these specimens. Tree protection and ground protection is proposed which would be put in place before any ground works commence,

secured by an appropriately worded condition. The proposed gardens would be of sufficient depth to avoid any significant post development pressure to remove or heavily prune these trees.

- 8.57 Selsdon Woods contains ancient semi-natural woodland. There would be a minimum of 11m distance between the nearest house and the boundary of the ancient woodland (distance varies between 11-13.5m). In terms of the nearest trees within the nature reserve, the public footpath which abuts the rear boundary to the east is some 3m in width, with the first line of trees approximately 1m deeper inward away from the boundary. As these nearest woodland tree stems are generally of small diameter, it is unlikely that the RPAs of these woodland trees extend beyond the site boundary fence line. Notwithstanding this, the land levels immediately adjacent to the site boundary are being retained and the nearest houses are set away from the boundary. This would be likely accommodate any potential lateral root mass (RPAs) that may extend beyond the woodland edge and site boundary and are considered to be a sufficient distance from any proposed construction activities with the exception of proposed soft landscaping. Whilst this is modestly less in terms of the buffer distance recommended by Natural England standing advice (15m), taking into account these factors, including the robust hedgerow planting scheme along the boundary, it is considered that there would not be material harm caused to the trees or designated ancient woodland to justify refusing planning permission.
- 8.58 Inside the rear boundary of the site are currently a small number of self-set trees that offer little other than creating partial screening between the property and the public footpath. G19 is shown to be retained. Taking into account the distance between the woodland edge (outside of the site) to the closest point of proposed built structure, it appears that the 15m buffer zone has been addressed, with the exception of a small number of woodland trees (x3) totalling a reduction of the buffer by approx. 0.3m. Furthermore given the site has historically never been included within the woodland designation, there appears to already be a clear existing boundary break and separation between the woodland and property.
- 8.59 The tree planting proposed within the development would provide a suitable level of planting to mitigate the loss of the trees which are being removed and in many ways offer an opportunity to improve the quality of the specimens on site from a visual amenity and biodiversity perspective.
- 8.60 To conclude, it is considered the scheme is acceptable with respect to arboricultural considerations, subject to appropriate conditions relating to the planting scheme and implementation of tree protection measures.

Biodiversity and Ecology

- 8.61 The site directly borders Selsdon Wood Nature Reserve, a designated Site of Nature Conservation Importance (SNCI). The applicant submitted an Ecological Appraisal with their application, which reviewed the likely impacts of the development on the designated site and potential impacts on protected and priority habitats and species, both on the site and within the SNCI. The survey identified a number of different habitats within the application site but concluded that these are of low ecological importance, originating from domestic garden,

anthropogenic in origin and ubiquitous in the locality. However there are areas of amenity grassland present, which were considered to have the potential to support a reptile population. At the request of the local planning authority a reptile survey was carried out, which found no protected species present on or using the site.

- 8.62 The survey further addressed the two outbuildings on site to be demolished and assessed the likelihood of their supporting a bat population, concluding that Building 1 (the single storey outbuilding in the centre of the site to be demolished) had low potential to support roosting bats. This was due to the presence of a loft void within the building with potential access points including loose slates. Whilst no evidence of bats was found during the survey, its potential for occupation at a later date should not be ruled out. Further information has been provided justifying that whilst it is highly unlikely that bats would be found in the future, a precautionary pre-demolition survey should be carried out as a safeguard. In the unlikely event that a bat roost is found, the applicant states that this would almost certainly be a non-significant day roost of low numbers and could be managed through on site mitigation as part of the development, including the formation of bat boxes on the south eastern aspect of the buildings adjacent to the woods. It is recommended to secure this additional survey by condition, with mitigation to be agreed once the results are known. This is considered to be acceptable.
- 8.63 The survey identified three badger setts within 20m of the site boundary, two of which have been abandoned and one of which is a moderately active subsidiary sett. As this was not a main sett, the survey was extended to 100m from the site boundary to understand how badgers were using the area. The LPA has been provided with a plan showing the potential main sett, which was considered low-moderately active. A number of other setts were found in the wider area but did not show recent signs of activity or had been abandoned. The survey noted that the majority of the entrances face directly away from the site and that if setts require closure within 20m of the site boundary this would be unlikely to have a significant impact on local badger populations due to the high number of setts recorded within 100m of the site boundary and given the site location next to extensive woodland within their likely wider territory. It is therefore considered unlikely that there would be undue harm resulting to badgers as a result of the development. Conditions are recommended to require monitoring and further surveys of the three setts within 20m of the site to detect any badger activity prior to commencement of any site works, alongside due consideration of mitigation required and if appropriate licensing from Natural England.
- 8.64 All other species have been considered, including birds and invertebrates, with the ecological report concluding that it is unlikely that any of these species are dependent upon the application site for maintenance of their populations.
- 8.65 In general terms, the report concludes that there are no significant impediment to the development of the site from an ecological perspective, provided that robust measures are taken to avoid direct and indirect damage to the adjacent Selsdon Wood LNR/SINC. Potential risk of damage can be avoided or minimised through careful design to mitigate impacts and the implementation of appropriate ecological mitigation, compensation and enhancement into the development design and landscaping. This could actually improve the biodiversity and

ecological value of the application site. It is proposed to secure this through the production of a Construction Ecological Management Plan, which should cover all mitigation, compensation and enhancement measures from pre-construction, through construction to the post-development management of the ecological features and enhancements. This should include robust boundary treatment with the LNR, wildlife friendly external lighting scheme, wildlife access points, establishment of native shrubbery along the boundaries, bird, bat and invertebrate boxes and consideration of off-site ecological enhancements within the adjacent SINC. This should be secured with the imposition of an appropriately worded pre-commencement condition, to agree the details and definitive locations of habitats to be created.

- 8.66 Taking all matters into account, including views expressed by the local planning authority's independent specialist ecological advice, officers are satisfied that impacts on protected species and habitats will be minimised to an acceptable degree. The Council has certainty of the likely impacts on protected species and sites. With imposition of appropriate conditions, officers are satisfied that the local planning authority has operated in accordance with its statutory duties relating to biodiversity and national and local policy requirements.

Flood Risk

- 8.67 The application itself lies within a surface water critical drainage area. Whilst the site does not fall within a surface water flood risk area, the road immediately outside the site does, so effective runoff management is a key consideration. During the course of the application the applicant has submitted further drainage details alongside their Flood Risk Assessment, to overcome concerns initially raised by the Lead Local Flood Authority. These matters have now been resolved and the LLFA has now confirmed acceptance subject to the imposition of and compliance with planning conditions. The proposals are now acceptable in relation to flood risk, with an appropriately worded condition to obtain the detailed design information.

Sustainability

- 8.68 Policy seeks high standards of design and construction in terms of sustainability, and sets out local and national CO2 reduction targets. An energy strategy has been provided, showing that whilst the minimum 35% on-site CO2 reductions beyond Part L of 2013 Building Regulations can be achieved (meeting local policy requirements) through on-site energy efficiency measures and renewable technologies. However, Zero Carbon cannot be achieved on site. The remaining shortfall will therefore be offset through a cash-in-lieu contribution, secured through the Section 106 agreement. Conditions are recommended to require the development to be constructed in accordance with the Energy Strategy and demonstrate the CO2 and water use targets have been met following construction. Officers are satisfied with this approach.

Other Planning Matters

- 8.69 The site falls within an Archaeological Priority Area. Historic England have assessed the application and consider there is no requirement for further

archaeological works and the risk to archaeological assets is low. The impact is considered to be acceptable.

- 8.70 Representations have raised concern regarding the impact on the local infrastructure of 15 additional homes in the area. The location is considered to be sustainable for additional development within an established residential area served by a bus route providing links to the town centre and Selsdon District Centre, and close to open spaces. In the context of the wider area, it is not considered the addition of 15 homes to the area would be significant in terms of the impact on local infrastructure. In addition, the development would be CIL liable, which would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities; although elements of the scheme will be exempt from CIL (in view of the level of affordable housing being delivered).
- 8.71 An employment and training strategy and contribution would be secured through a legal agreement to ensure the employment of local residents during construction.

Conclusions

- 8.72 The planning policy landscape which informs the future development of this site has changed markedly since the 2008 appeal decision, which was strongly informed by the terms of the previous S.52 Agreement. This report has outlined these changes in circumstances and whilst it is recognised that the previous S.52 Agreement remains in place and still represents an important material consideration (to be weighed in the balance), however with the changing policy landscape, officers feel that the finely balanced range of issues now weighs in favour of this proposal. The scheme will provide much needed affordable family accommodation (some being delivered as affordable rent) and the development would satisfactorily mitigate the harm cause to the current open character, protected trees and the relationship with the neighbouring buffer strip and Selsdon Woods; with due consideration afforded to the need to enhance biodiversity.
- 8.73 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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LBC 10

late July 1971

AGREEMENT

1971

WIPSY HOMES HOLDINGS
LIMITED

AGREEMENT

relating to

Hallinwood Kennels Selsdon
Vale Selsdon in the London
Borough of Croydon (Town and
Country Planning Act 1971
Section 52)

Alan Biskemore
Town Clerk and
Chief Executive
Croydon

July 1979
The Council of the Borough of Croydon (hereinafter called "the Council") of the one part and SELSDON VALE HOLDINGS LIMITED whose registered office is at 20 Alderley Grove London E15 4JG (hereinafter called "the Company") of the other part

W E L K E A S

1. The Council is the local planning authority for the purposes of the Town and Country Planning Act 1971 for the area within which the land hereinafter mentioned is situated
2. The Company is the freehold owner of the property known as Hallinwood Kennels Selsdon Vale Selsdon in the London Borough of Croydon as the same is shown on the attached plan and edged as to part in red and as to the remainder in blue (which said separate parts are hereinafter referred to as "the red land" and "the blue land")
3. The Company has by written application under reference number 79/20/234 applied to the Council for permission to develop the red land by the construction of 20 semi-detached houses and an extension of estate roads
4. The said proposed development adjoins and is an extension of the Company's Selsdon Vale Estate planning permission for which was granted in 1972 under reference number 72/20/259 subject to conditions that (inter alia) a strip of land 150 feet in width and situated along the south eastern boundary of the site with the Selsdon Wood Nature Reserve should remain undeveloped and that the said strip be fenced and treated as specified in the planning permission to the intent that the said strip be retained as a buffer of open land between their Estate and the Nature Reserve
5. The blue land adjoins and will form a continuation of the said 150 foot strip and the Company have agreed to enter into this agreement to the intent that the future use of the land be regulated in the like manner and as specified herein
6. The Council are satisfied that the proposed development of the red land is such as may be approved by the Council under the Town and Country Planning Act 1971 subject to provision being made as to the future use of the blue land as appears in this agreement

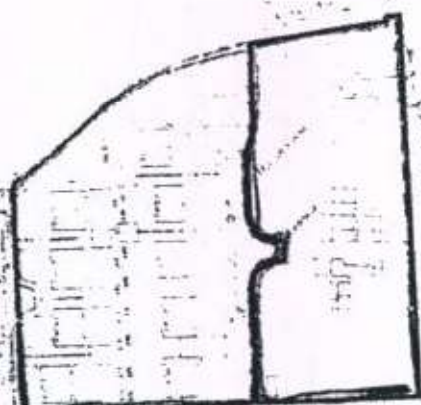
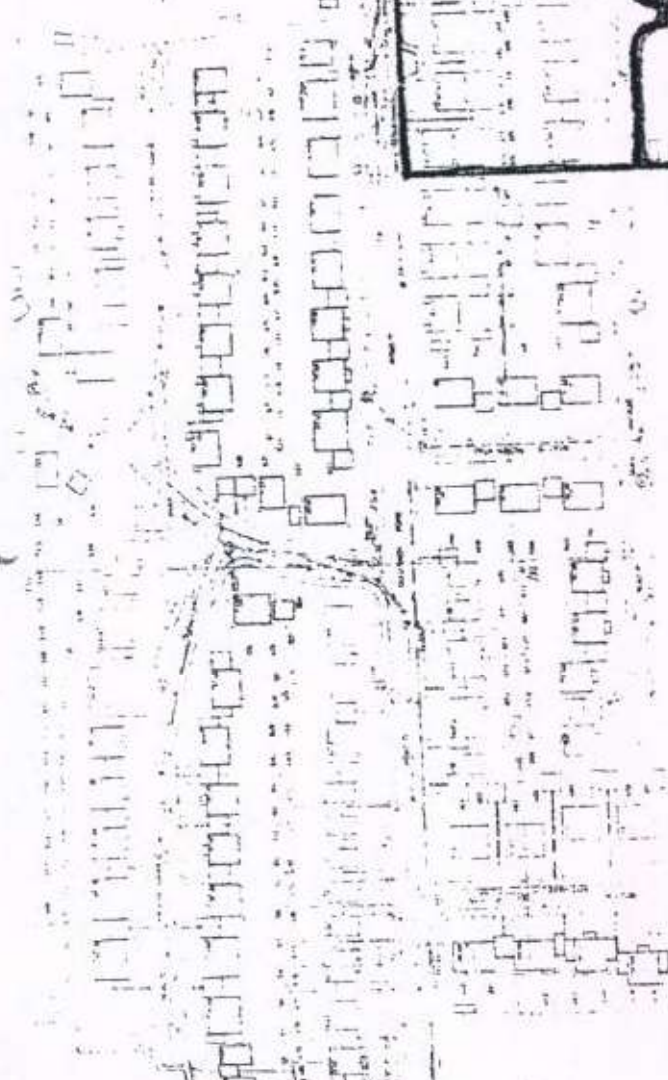
AND THIS AGREEMENT as follows:-

1. THIS agreement is made pursuant to section 52 of the Town and Country Planning Act 1947 and is intended permanently to regulate the use of the blue land
2. THE Council in consideration of the covenant by the Company hereinafter contained hereby approve the development proposed in application number 75/26/184 subject to the conditions set out in the schedule hereto
3. THE company hereby covenants with the Council as follows:-
 - (1) to demolish the existing kennels buildings on the blue land
 - (2) to discontinue the present use of the blue land for kennels and boarding animals
 - (3) not to use the blue land for any purpose other than as a single dwellinghouse with associated garden ground

SCHEDULE

(Conditions attached to planning permission for development of the red land)

1. Approval of new street plans and details of levels, gradients, surface water drainage and construction
2. A landscaping scheme showing trees to be retained and new planting, being submitted to the Council for approval before the development is begun the scheme to be carried out to the Council's satisfaction during the first planting season after the completion of the development
3. No windows shall be positioned on the flank elevation(s) other than those shown on the deposited plan
4. The materials to be used on the external elevations being approved by the Council before the development is begun
5. The proposed vehicular accesses being provided with a 5 ft. by 5 ft. visibility splay to the Council's satisfaction
6. The development shall be begun within five years of the date of the permission



Handwritten signature or initials

London Borough of Croydon
Department of Development
High Lane, Croydon, Surrey
CR9 1UH
Development Planning



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Stationery Office.



Appeal Decision

Inquiry opened on 4 March 2008

Site visit made on 5 March 2008

by Paul Dignan MSc PhD

an Inspector appointed by the Secretary of State
for Communities and Local Government

280
The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
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Bristol BS1 6PN

☎ 0117 372 6372
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Decision date:
29 May 2008

Appeal Ref: APP/L5240/A/08/2062817

Hallinwood Bungalow, 46 Quail Gardens, South Croydon, London CR2 8TF.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Asprey Homes Ltd against the decision of the Council of the London Borough of Croydon.
- The application Ref. 07/04464/P, dated 6 November 2007, was refused by notice dated 2 January 2008.
- The development proposed is: *Erection of 4 four bed and 1 five bed two storey detached dwellings with integral garages.*

Decision

1. The appeal is dismissed.

Procedural Matter

2. The proposed development is described on the planning application form as the *erection of 4 four bed and 1 five bed two storey detached dwellings with integral garages*. However, the appellant has indicated on the appeal form that while the planning application was with the Council for consideration the description was revised to *demolition of gazebo and shed; erection of 4 detached four bedroom houses with integral garages and 1 detached five bedroom detached house with integral garage; formation of vehicular access and provision of associated parking*. This revised description was used in the Council's decision notice. I have taken this into account and considered the appeal on the basis of the revised description.

Background

3. The appeal site is an area of about 0.29ha comprising the large side garden of 46 Quail Gardens. It is within the urban area, but it adjoins Selsdon Wood, a Local Nature Reserve which is within the Metropolitan Green Belt and is a site of Metropolitan Importance for Nature Conservation. Selsdon Wood slopes steeply up from the appeal site, with the appeal site land sloping gently down to Quail Gardens. Adjoining the site to the south-west is an area of open grassland, trees and shrubs comprising a strip of land some 46m wide between Quail Gardens and Selsdon Wood. This land is designated as Local Open Land in the adopted Croydon Replacement Unitary Development Plan 2006 (UDP). A well used public footpath runs along the boundary of the site with Selsdon Wood, linking to a major footpath network nearby.

Main issues

4. I consider the main issues to be the impact of the proposal in terms of:
 - (a) the setting of the Metropolitan Green Belt, and
 - (b) the character and appearance of the area.

Reasons

The setting of the Green Belt

5. UDP Policy RO6 aims to safeguard the setting of the Metropolitan Green Belt by avoiding development conspicuous from the Green Belt that would harm its visual amenity. This approach accords with the national planning advice in paragraph 3.15 of *Planning Policy Guidance 2: Green Belts* (PPG2) which provides that the visual amenities of the Green Belt should not be injured by proposals for development conspicuous from the Green Belt which might be visually detrimental by reason of their siting, materials or design. Similarly, UDP Policy SP5 seeks to safeguard and enhance the open character of the Green Belt.
6. The wooded nature of Selsdon Wood means that views of the site from the Green Belt are limited to the public footpath running along its eastern side. However, the generally open nature of the site, contrasting with the wooded approaches, and the falling land levels across it makes it a particularly prominent and notable site. The long distance views from the footpath to the north-west beyond the site create a sense of openness, while its undeveloped nature, providing clear separation from the nearby residential development along Quail Gardens, contributes significantly to the semi-natural character of this part of the Green Belt.
7. Whilst I appreciate that the reasonably low density of the proposed development would serve to reduce its impact, it would nonetheless be very conspicuous when viewed from the adjoining footpath. The house nearest the footpath would be only some 4m away, and despite aspects of its design which are intended to reduce its impact, and the provision of landscaping, such close proximity would make it unavoidably visually intrusive. The presence of the development as a whole would bring residential development uncomfortably close to the Green Belt at a prominent location where its impact would be exacerbated by the existing wide separation of residential development from the Green Belt in this area. The result would be a much harder transition between development and the Green Belt than exists at present and a substantial erosion of the semi-natural character of the Green Belt alongside the site. This would be harmful to the setting of the Green Belt in terms of its visual amenity.
8. There is other residential development in the area, on the northern (Cascades) and eastern (Court Wood Lane) sides of Selsdon Wood which is close to the Green Belt boundary, but the buildings in those developments are not anything like as close as is proposed in this case. Furthermore, both developments date from the 1960s, predating the development plan policies and PPG2, which limits their relevance.

9. I have also been referred to other instances in the wider area where planning permission has recently been granted, either on application (Refs. 05/01119/P and 06/04679/RES) or on appeal (Refs. APP/L5240/A/05/1188198 and APP/L5240/A/06/1198911; APP/M3645/A/07/2039590) for residential developments in close proximity to the Green Belt boundary where the wooded nature of the site or surroundings has been held to acceptably mitigate their impact on the setting of the Green Belt. However, none of the developments referred to has a comparable relationship with a well used footpath, so that the visual amenity of the Green Belt would suffer less harm. The Council has also drawn my attention to an appeal decision (Ref. APP/L5240/A/06/2026510) where development visible from the Green Belt was found to be unacceptable, but this was in long distance views from open downland and is not directly comparable.
10. I have noted the appellants' comments that the Council has had the opportunity to include the site in the Green Belt but has not chosen to do so. However, I consider the Council's view, that there was no need to designate the site as Green Belt since it was already protected from development by the Section 52 agreement, to be reasonable in the circumstances. It would not have been open to the Council to designate the appeal site as a continuation of the strip of Local Open Land to the south-west as this designation cannot be applied to residential garden land.
11. I conclude on this issue therefore that the proposal would harm the setting of the Green Belt. This would conflict with the aims of UDP Policies RO6 and SP5, along with the advice in PPG2.

Character and appearance

12. Three aspects of the proposal have been identified by the Council as harmful to the character and appearance of the area. These are (i) the loss of part of the buffer strip between Selsdon Wood and the residential development within Selsdon Vale Estate, (ii) the impact on protected trees, and (iii) design, layout and massing. I shall deal with each in turn.

Buffer strip

13. Quail Gardens forms a part of the Selsdon Vale Estate, a large medium density housing development built in the 1970's. The development of this estate in the vicinity of the appeal site was carried out under three separate planning permissions. The first (App. Ref. 72/20/259 - 476 houses), in 1972, included a condition to ensure that a strip of land 150 feet wide was retained undeveloped between the housing development and the Selsdon Wood Nature Reserve. The reason given was to ensure the proper development of the site, and this now forms the area of Local Open Land adjoining the appeal site. Planning permission for a further 175 dwellings was granted to the same developer in 1976. At the time of the 1972 and 1976 developments the appeal site was part of a property known as Hallinwood Kennels, which was under separate ownership and did not form part of either application. Hallinwood Kennels was subsequently acquired by the developers of the Selsdon Vale Estate and planning permission (App. Ref. 79/20/284) was granted in 1979 to erect 20 houses on part of it. The remainder, the land now comprising Hallinwood Bungalow, 46 Quail Gardens, referred to as the 'blue land', and contiguous with

the undeveloped strip of land retained under the 1972 planning permission, was made the subject of an agreement under Section 52 of the Town and Country Planning Act 1971 (the Section 52 agreement).

14. The preamble to the Section 52 agreement refers to the intent of the retained strip as being a buffer of open land between the housing estate and the Nature Reserve. It goes on to say that the blue land will form a continuation of the retained strip and that it will be regulated in a like manner in terms of future use. The terms of the Section 52 agreement are (1) to demolish the existing kennel buildings on the blue land, (2) to discontinue the present use of the blue land for kennels and boarding animals, and (3) not to use the blue land for any purpose other than as a single dwellinghouse with associated garden ground.
15. It is the appellant's view that the purpose of the Section 52 agreement was solely to protect the ecology of Selsdon Wood Nature Reserve. It is submitted that explicit reference to the undeveloped strip of land, in both the agreement and the 1972 planning permission, as being between the developed area and the nature reserve suggests that its purpose, and accordingly the purpose of the restriction on future development of the appeal site, was for ecological or nature conservation reasons. Since the Council has accepted that the development would not harm any specific ecological aspects of the nature reserve, the appellant contends that there are no planning interests to be protected by the agreement.
16. The precise purpose of restricting development alongside Selsdon Wood is not made clear either in the 1972 planning permission or in the Section 52 agreement. However, I do not find the reference to the nature reserve in those documents to be convincing evidence that its purpose was purely for ecological or nature conservation purposes. If ecological or nature conservation was the sole reason for the Section 52 agreement there would have been no need to require the demolition of the kennel buildings. I consider it more likely than not that reference to the Selsdon Wood Nature Reserve merely serves to identify where the undeveloped land is situated, for the avoidance of doubt. That the undeveloped strip of land retained in the 1972 planning permission is referred to as a buffer of open land, and the effect of the demolition of the kennel buildings increased the openness of the blue land, which in turn was intended to form a continuation of the buffer of open land, suggest to me that the visual amenity of Selsdon Wood was a key planning consideration at the time.
17. A letter from the Ministry of Housing and Local Government, dated 15 June 1967, submitted by the Council at the Inquiry, supports this view. The letter refers to an Inspector's report following a Local Inquiry into an appeal by the eventual developers of the Selsdon Vale Estate against the refusal of planning permission for residential development at Selsdon Vale, which at that time lay within the Green Belt. The extent of the 1967 appeal site is not shown, but it is clear that it is in the general vicinity of the current appeal site. The impact of residential development on Selsdon Wood was considered by the Inspector, and the Minister agreed with the Inspector's conclusion that residential development would not be out of place on the site and would not harm the amenities of Selsdon Wood provided that, amongst other things, the layout would leave undeveloped a strip at least 150 feet wide along the boundary of the site with Selsdon Wood.

18. The effect of the Section 52 agreement, following on from the 1972 planning permission, was to establish a more or less continuous buffer strip of open land, other than the existing unobtrusive bungalow at 46 Quail Gardens, between the Selsdon Vale Estate and Selsdon Wood. This undeveloped strip means that the north-western side of Quail Gardens forms a distinct edge to urban development, with the undeveloped strip providing an attractive soft transition to the dense woodland beyond. This is now a distinctive characteristic which is integral to the pleasant, spacious character of the area. Development of the appeal site would amount to a significant reduction of the buffer strip, which would disturb and detract from, rather than enhance, the area's character.
19. I find therefore that the proposed development would harm the character of the area and thereby conflict with UDP Policy H2, which requires housing development within the built-up area to respect the character of residential areas and avoid the loss of other protected uses. It would also conflict with the Section 52 agreement, which I consider protects legitimate planning interests and to which I give considerable weight.

Trees

20. The site is covered by a Tree Preservation Order (TPO No. 39, 1979, confirmed in April 1980). No protected trees of significant amenity value are proposed to be removed in order to accommodate the development, and it is not disputed that, subject to suitable tree protection measures, the construction works would not unacceptably threaten the health of the retained trees. The Council's concerns relate to possible threats that the development would pose to the long-term retention of a row of five Norway Maples growing along the south-western boundary of the site, alongside the adjoining strip of Local Open Land.
21. The trees, referred to as T1 to T5 respectively, T1 being nearest the roadside, are semi-mature to mature specimens growing in relatively close proximity to each other. They are prominent in the street scene, and contribute to the visual amenity of the area, although there is a fair degree of natural woodland establishment occurring next to the row of trees on the public land and this may eventually effectively screen them from many public views. Of the five trees, two are in decline and unlikely to persist in the medium to long term. One of these, T4, is of very minor importance as it is a semi-suppressed tree whose vacated crown space would quickly be taken up by T3 and T5. Accordingly the Council are satisfied that it could be removed immediately without replacement. The other is T1, the most prominent tree in the row. The cause of its decline is unknown and it is difficult therefore to estimate its probable life expectancy, but it is not disputed that it is unlikely to survive for more than 20 years, and possibly less than 10. However, the Council has indicated that it would be likely to require its replacement with a tree of similar potential in terms of eventual size, and I have taken this into account in my assessment of the proposal.
22. The row of trees would be at the end of the rear gardens of three of the proposed houses, and their relative orientation would mean that the tree canopies would cause shading of the rear gardens at various times of the day. A computer generated shading analysis submitted by the appellants indicates that the trees would cause shading of much of the rear garden areas in mid to

late afternoon during August. However, this would not, in my view, be so severe as to be unacceptable in terms of the living conditions of prospective occupiers. The garden depths are reasonably generous, so that the trees, which are of moderate size, would not appear unduly dominant or threatening, and being deciduous, the shading effects would be seasonal only. In addition, remedial pruning and crown shaping works are proposed, which the Council accepts as reasonable, and these would further improve light levels in the gardens.

23. The Council has drawn my attention to an appeal decision (Ref. APP/L5240/A/07/2046819) where the Inspector took a different view, but the development in that case involved different spatial relationships between a dwelling and a protected tree and is not directly comparable. Overall I am not persuaded that the proposal would lead to irresistible pressure to remove the protected trees, and I find therefore that, in this respect, it would not conflict with UDP Policies NC4, SP8, UD2 and UD14.

Design, layout and massing

24. The form and layout of development proposed, large two-storey detached houses in a cluster type layout, would be noticeably different from the adjoining residential development which is dominated by linear form development of mainly semi-detached houses. However, the design would be reasonably pleasing to the eye, and although the overall mass of the dwellings would be considerably larger than that which prevails in the area, in the context of the more spacious layout and larger plot sizes, and the relatively large degree of separation from the existing development, the contrast with what already exists would not, in my view, cause appreciable harm to the character of the area. In this respect I consider that the proposal would not be contrary to UDP Policies UD2 and UD3.

Conclusion on character and appearance

25. I have taken into account that the design, layout and massing of the houses would in itself be acceptable and that there would not be unacceptable harm to the character of the area due to the impact on protected trees. However, this is insufficient to outweigh my concerns about the potential impact of the loss of part of the buffer strip, and I conclude on this main issue therefore that the proposal would be detrimental to the character and appearance of the area.

Other Matters

26. There is a large group of badger setts located in Selsdon Wood within 50m of the site, including a main breeding sett, and evidence of considerable badger use within the site boundaries. The impact of the development on the badgers has been a major cause of concern locally. However, the National Trust, Natural England and the Council do not object to the proposal on nature conservation grounds, and I see no reason to disagree. A draft badger licence application designed to avoid any impact on the badgers has been prepared, but in any case any works likely to affect the badgers would remain under the control of Natural England.
27. The matter of housing supply in Croydon was also raised at the Inquiry. Croydon has had an historic undersupply of housing, but I understand that this

issue has been addressed through Policy 3A.2 of the London Plan – Alterations, dated December 2007. Be that as it may, the targets set out therein are minima only, and should be exceeded where possible. In this context the proposal would clearly make a small but useful contribution to housing supply in Croydon. I concur with the appellant that the appeal site is in an accessible location and the proposal would make more efficient use of it in housing density terms. In these respects the proposed development would attract some support from London Plan Policy 2A, Planning Policy Statement 1: Delivering Sustainable Development (PPS1), Planning Policy Statement 3 (PPS3); Housing and Planning Policy Guidance Note 13: Transport. However, PPS1, in common with PPS3, gives encouragement to development which makes the best use of land in a sustainable way whilst respecting local character. Given my conclusions on the main issues, my view is that the proposal would not fit well overall with the patterns of development encouraged by PPS1 and PPS3.

Conclusions

28. For the reasons given above, and having considered all other matters raised, I conclude that the appeal should be dismissed.

Paul Dignan

INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Rory Clarke Of Counsel, instructed by Julie Belvir, Council Solicitor and Secretary, Council of the London Borough of Croydon.

He called
Laura Millar BSc(Hons)
MA(Dis) MRTPI Principal Planning Officer,
Council of the London Borough of Croydon.

Dominick Mennie Principal Planning Officer (Policy, Information and
BA(Hons) MTP(Dist) MRTPI Research), Council of the London Borough of Croydon.

Simon Kaye Tree Preservation Officer,
Council of the London Borough of Croydon.

FOR THE APPELLANTS:

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He called
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Peter Wilkins BA(Hons) Marishal Thompson & Co. (Environmental) Ltd., Bank
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INTERESTED PERSONS:

Cllr. Dudley Mead 5 Mountwood Close, South Croydon, CR2 8RJ.

David Griffin 14 Thorold Close, Selsdon, South Croydon, CR2 8SA.

DOCUMENTS

- Document 1 Council's letter of Notification of the Inquiry, plus list of addressees.
- Document 2 Statement of Common Ground
- Document 3 Notice of refusal of planning permission for App. Ref. 06/02367/P 27-33 Hollymeoak Road, Coulsdon, submitted by the Council.
- Document 4 Annotated maps showing relationship of developments at Cascades and Court Wood Lane to the Green Belt at Selsdon Wood, submitted by the Council.
- Document 5 Copies of planning permissions for Selsdon Vale Estate, including Section 52 agreement relating to Hallinwood Bungalow, submitted by the Council.
- Document 6 Map showing location of appeal site in appeal ref. APP/L5240/A/06/2026510, submitted by the appellants.
- Document 7 Computer generated tree shadow diagram with T1 and T4 removed, submitted by the appellants.
- Document 8 Extract (5.11(ii)) from *Tree Preservation Orders: A guide to the Law and Good Practice*, submitted by the Council.
- Document 9 Extract (15.8.4) from *The Law of Trees, Forests and Hedgerows*, by Charles Mynors, submitted by the Council.
- Document 10 Extract (p9) from British Standard 5837:2005 *Trees in Relation to construction – Recommendations*, submitted by the Council.
- Document 11 Photographs of trees surrounding and on appeal site, submitted by the appellants.
- Document 12 Annotated map showing relationship of development at Cascades to the Green Belt and the Site of Nature Conservation Importance, submitted by the Council.
- Document 13 Map showing relationship of development at Cascades to the Green Belt and the Site of Nature Conservation Importance, submitted by the Council.
- Document 14 Letter from Ministry of Housing and Local Government, dated 15 June 1967, in relation to appeal ref. APP/4409/A/10594, submitted by the Council.
- Document 15 High Court Judgement - *Stimpson v First Sec. of State*, (CO/1509/2003), submitted by the Council.

PLANS

The application plans.

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PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

1 INTRODUCTION

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

2 FURTHER INFORMATION

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

3 PUBLIC SPEAKING

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

4 BACKGROUND DOCUMENTS

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

5 RECOMMENDATION

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

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PLANNING COMMITTEE AGENDA

20th June 2019

Part 8 Other Planning Matters

Item 8.1

Report of: Director of Planning and Strategic Transport Author: Pete Smith	Title: Planning Performance and Weekly Planning Decisions
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1. PURPOSE

1.1 This report provides details the Council's overall development management performance (over a rolling 12 month period) with monthly statistics which highlight the following performance measures:

- Refusal and approval rates
- Speed of determination (majors, minors and others)
- Number of applications on hand (at time of reporting)
- Appeals considered by Planning Inspectorate and the % ALLOWED.

1.2 This report also provides a list of cases determined (since the last Planning Committee) providing details of the site and description of development (by Ward), whether the case was determined by officers under delegated powers or by Planning Committee/Sub Committee and the outcome (refusal/approval)

Development Management Performance

1.3 Development Management Performance (over a 12 month rolling period) is attached as Appendix 1 to this report.

1.4 The local planning authority is monitored by Central Government in respect of the speed of determination and the quality of decision making (which can be reflected in its appeal performance). There is a firm expectation that applications for "non-major" development ("minor" and "other" development) should be determined within 8 weeks of validation whereas applications for "major" development should be determined within 13 weeks. There is scope to determine beyond these published time scales (with the formal agreement of the applicant) through use of "Planning Performance Agreements" or "Extension of Time" arrangements although these are only utilised if delays in the processing of the application have been delayed for good reason.

1.5 The National Planning Policy Framework (NPPF) advises that decisions on planning applications should be made as quickly as possible. Moreover, the NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative way and should use the full range of planning tools available to secure

developments that will improve the economic, social and environmental conditions of the area. Critically, it advises that decision-makers at every level should seek to approve applications for sustainable development where possible. The approval/refusal rate is therefore an important comparative data set.

- 1.6 The NPPF also promotes the use of pre application engagement as a mechanism to resolve a number of issues prior to planning application submission. It sees pre application processes as assisting local planning authorities to issue timely decisions and improve the quality of proposed development and planning application submissions, whilst helping to ensure that applicants do not experience unnecessary delays or costs.

Planning Decisions

- 1.7 Attached as Appendix 2 is the list of delegated and Planning Committee decisions taken between 27th May 2019 and 7th June 2019.
- 1.8 During this period the service issued 157 decisions (ranging from applications for full planning permission, applications to discharge or vary planning conditions, applications for tree works, applications for prior approval and applications for Certificates of Lawful Development). 12 applications were withdrawn by the applications (which also appear in the list).
- 1.9 Out of the 145 decisions made, 10 were refused planning permission (7.0%) and 3 planning conditions were part discharged. Therefore the approval rate was around 93%.
- 1.10 Cases determined by Planning Committee are included in this list and it is worth noting that a large number of applications seek to discharge planning conditions (previously attached to planning permissions). This highlights the importance of planning conditions discharge, to ensure that issues around design quality and sustainability (including mitigation of flood risk) is managed at detailed stage. It is also significant that a large number of applications determined related to works to protected trees and trees within conservation areas – which provides clear indication as to the importance of managing protected trees within the borough and the associated workload.
- 1.11 Members might also wish to interrogate the following case more closely
 - 4A Sylvan Hill (LBC Ref 19/01477/FUL) which proposed a 3 storey building to be used as 8 residential units which was refused planning permission under delegated authority. The reasons for refusal focussed on the loss of an existing family unit and the poor mix of accommodation (no family nits proposed), the failure of the scheme to reflect the character and appearance of the conservation area (inappropriate scale and mass) and the impact of the development on immediate neighbours. The applicant has recently appealed against this decision,

although the Planning Inspectorate has yet to confirm an appeal start date.

- Land at Hollymeoak Road (LBC Ref 19/01753/FUL) which proposed the erection of a 4 bedroom bungalow which was refused planning permission under delegated powers. The reasons for refusal focussed on harm to the Green Belt as a consequence of inappropriate development in the Green Belt, detrimental impact on ecological interests and poor/inadequate pedestrian and vehicular access onto the site.

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Appendix 1

Period ending	The % of Major applications determined within 13 weeks (month)	Refusal Rate	The % of Minor applications determined within 8 weeks (month)	Refusal Rate	The % of Other applications determined within 8 weeks (month)	Refusal Rate	The % of planning appeals allowed	Number of planning appeals allowed	Total No of planning appeals
Jun-18	100.00	0%	76.35	14%	91.80	5%	31%	4	13
Jul-18	100.00	0%	83.01	16%	89.97	7%	25%	1	4
Aug-18	66.67	33%	79.89	13%	85.23	7%	18%	2	11
Sep-18	20.00	40%	84.70	13%	93.01	8%	38%	5	13
Oct-18	83.33	8%	82.52	6%	93.84	10%	13%	2	16
Nov-18	66.67	0%	80.30	8%	92.59	7%	0%	0	2
Dec-18	100.00	0%	80.61	13%	91.27	6%	50%	4	8
Jan-19	81.82	9%	68.22	10%	90.13	12%	29%	4	14
Feb-19	100.00	0%	80.91	5%	85.32	8%	38%	1.5	4
Mar-19	90.91	18%	69.72	15%	91.79	8%	35%	6	17
Apr-19	75.00	0%	81.13	12%	88.06	9%	20%	3	15
May-19	80.00	20%	76.58	13%	88.51	8%	33%	2	6
Rolling Year	81.69	11%	79.16	11%	90.19	8%	28%	35	123
2019	86.21	10%	75.00	10%	88.99	9%	29%	15	50

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DEVELOPMENT MANAGEMENT - PLACE DEPARTMENT

DELEGATED PLANNING DECISIONS (Ward Order)

The following is a list of planning applications determined by the Head of Development Management under delegated powers since the last meeting of the Planning Committee.

Note: This list also includes those decisions made by Planning Committee and released in this time frame as shown within the level part of each case.

NOTE: The cases listed in this report can be viewed on the Council's Website.

Please note that you can also view the information supplied within this list and see more details relating to each application (including the ability to view the drawings submitted and the decision notice) by visiting our Online Planning Service at the Croydon Council web site (www.croydon.gov.uk/onlineplans).

Once on the Council web page please note the further information provided before selecting the Public Access Planning Register link. Once selected there will be various options to select the Registers of recently received or decided applications. Also; by entering a reference number if known you are able to ascertain details relating to a particular application. (Please remember to input the reference number in full by inserting any necessary /'s or 0's)

Ref. No. :	19/01260/FUL	Ward :	Addiscombe East
Location :	34 Northampton Road Croydon CR0 7HT	Type:	Full planning permission
Proposal :	Alterations, demolition of existing rear outbuilding, erection at rear of a part single storey / part two storey building to form a 1 bedroom dwelling, with access from Carlyle Road.		
Date Decision:	07.06.19		

Permission Granted

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Level: Delegated Business Meeting

Ref. No. : 19/01831/LP
Location : 26 Sundridge Road
Croydon
CR0 6RH
Proposal : Erection of a single storey rear extension.
Date Decision: 31.05.19

Ward : Addiscombe East
Type: LDC (Proposed) Operations edged

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 18/06072/DISC
Location : 28-30 Addiscombe Grove
Croydon
CR0 5LP
Proposal : Details submitted pursuant to Condition 1 (Materials and detailed drawings) for planning permission ref: 17/02680/FUL for Demolition of existing buildings including parking garage and redevelopment of the sites for a part 9, 20 and 21 storey building comprising 153 residential dwellings (Class C3) and a single storey sub-station; hard and soft landscaping, cycle and car parking facilities; plant areas and other ancillary works
Date Decision: 28.05.19

Ward : Addiscombe West
Type: Discharge of Conditions

Approved

Level: Delegated Business Meeting

Ref. No. : 19/00890/HSE
Location : 194 Morland Road
Croydon
CR0 6NF
Proposal : Demolition and erection of single storey rear extension
Date Decision: 04.06.19

Ward : Addiscombe West
Type: Householder Application

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01403/FUL
Location : 51 Warren Road
Croydon
CR0 6PF
Proposal : Full planning permission
Date Decision: 04.06.19

Ward : Addiscombe West
Type: Full planning permission

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Proposal : Alterations, erection of single/two storey rear extensions with rear balcony at first floor.
Conversion of the dwelling to form 1 two bedroom and 1 three bedroom flat with associated refuse/cycle storage.

Date Decision: 06.06.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/01709/FUL **Ward : Addiscombe West**
Location : 29 Lower Addiscombe Road Type: Full planning permission
Croydon
CR0 6PQ

Proposal : Alterations, excavation to existing basement and formation of basement lightwell at rear to form 1 studio flat in basement, erection of first floor side/rear extension, erection of dormer roof extensions in rear roof slope and rear outrigger to form 1 x 1 bedroom flat at first floor and 1 studio flat in roof space, erection of extended rear metal staircase with platform at eaves, provision of associated cycle and refuse storage at rear ground floor level.

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01953/LP **Ward : Addiscombe West**
Location : 216 Davidson Road Type: LDC (Proposed) Operations
Croydon edged
CR0 6DF

Proposal : Erection of roof conversion, rear dormer roof extensions and front rooflights to dwelling.

Date Decision: 30.05.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/01954/HSE **Ward : Addiscombe West**
Location : 216 Davidson Road Type: Householder Application
Croydon
CR0 6DF

Proposal : Single storey side and rear wrap-around extension and new window in the main side elevation.

Date Decision: 03.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/02352/LP **Ward : Addiscombe West**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 331 Morland Road
Croydon
CR0 6HF
Type: LDC (Proposed) Operations
edged
Proposal : Erection of hip to gable loft conversion with rear dormer and two front rooflights
Date Decision: 28.05.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/02454/LP
Location : 42 Cedar Road
Croydon
CR0 6UD
Type: LDC (Proposed) Operations
edged
Ward : **Addiscombe West**
Proposal : Erection of a dormer extension in the rear roofslope and provision of 3 rooflights in the front elevation
Date Decision: 31.05.19

Lawful Dev. Cert. Granted (existing)

Level: Delegated Business Meeting

Ref. No. : 19/01003/FUL
Location : 121 Brigstock Road
Thornton Heath
CR7 7JN
Type: Full planning permission
Ward : **Bensham Manor**
Proposal : Erection of part-single, part-two storey side and rear extensions, hip to gable roof extension, rear dormer roof extension, window alterations, alterations to access, landscaping, refuse and cycle storage together with conversion of the property to provide 5 self-contained flats (1 x 3 bed, 3 x 1 bed and 1 x studio).
Date Decision: 04.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01661/HSE
Location : 146 Langdale Road
Thornton Heath
CR7 7PR
Type: Householder Application
Ward : **Bensham Manor**
Proposal : Erection of a single storey rear extension
Date Decision: 04.06.19

Permission Granted

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 133 Auckland Rise
Upper Norwood
London
SE19 2DY

Type: Householder Application

Proposal : Erection of two storey side extension with external staircase at first floor level, alterations to existing front elevation to provide a new bike store.

Date Decision: 05.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01477/FUL

Ward : **Crystal Palace And Upper Norwood**

Location : 4A Sylvan Hill
Upper Norwood
London
SE19 2QF

Type: Full planning permission

Proposal : Demolition of existing residential building. Erection of 3 storey building (with basement accommodation) comprising 1 x studio and 7 x 1 bedroom flats with associated landscaping, bin storage and cycle parking.

Date Decision: 31.05.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/01605/FUL

Ward : **Crystal Palace And Upper Norwood**

Location : 127 Beauchamp Road
Upper Norwood
London
SE19 3DA

Type: Full planning permission

Proposal : Demolition of existing conservatory and the erection of a new single storey rear extension

Date Decision: 04.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/02067/LP

Ward : **Crystal Palace And Upper Norwood**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 23 High View Close
Upper Norwood
London
SE19 2DS

Type: LDC (Proposed) Operations edged

Proposal : Alterations to include hip to gable end roof extension, erection of dormer extension in rear roofslope and installation of rooflight in front roofslope.

Date Decision: 07.06.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/02195/LP

Ward : **Crystal Palace And Upper Norwood**

Location : 34 College Green
Upper Norwood
London
SE19 3PN

Type: LDC (Proposed) Operations edged

Proposal : Erection of a rear dormer and rooflights to front roof slope

Date Decision: 03.06.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 18/04370/FUL

Ward : **Coulsdon Town**

Location : Land Adjacent 28 Fairdene Road
Coulsdon
CR5 1RA

Type: Full planning permission

Proposal : Demolition of the existing garage and erection of a two storey building with an additional basement level providing 4 flats, comprising 2x 1-bedroom, 1x 2-bedroom and 1x 3-bedroom units, two parking spaces, refuse and cycle stores, private balconies and terrace areas, and amenity space to the rear.

Date Decision: 03.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/00471/HSE

Ward : **Coulsdon Town**

Location : 33A Reddown Road
Coulsdon
CR5 1AN

Type: Householder Application

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Proposal : Alterations, erection of single storey rear extension

Date Decision: 03.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/00919/DISC
Location : 1 Brighton Road
Coulsdon
CR5 2FB

Ward : Coulsdon Town
Type: Discharge of Conditions

Proposal : Discharge of Conditions 2 (Visibility Splays, Security Lighting, Playspace, EVCP), 3 (CLP/MS), 4 (Materials) and 5 (Landscaping) attached to PP 18/00841/FUL for the demolition of existing detached dwelling, erection of two/three storey building comprising 4 one bedroom and 5 two bedroom flats: formation of vehicular access onto Stoats Nest Road and provision of associated 5 car parking spaces.

Date Decision: 31.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/00936/FUL
Location : 136 Brighton Road
Coulsdon
CR5 2ND

Ward : Coulsdon Town
Type: Full planning permission

Proposal : Change of use of ground floor from A1 (retail) to A3 (restaurant). Use of basement for kitchen facilities. Installation of extraction ducting.

Date Decision: 06.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01181/DISC
Location : 2 Avenue Court
The Avenue
Coulsdon
CR5 2BN

Ward : Coulsdon Town
Type: Discharge of Conditions

Proposal : Discharge of Condition 3 of PP. 18/05751/FUL

Date Decision: 05.06.19

Approved

Level: Delegated Business Meeting

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/02397/NMA **Ward : Coulsdon Town**
Location : 7 Dunsfold Rise Type: Non-material amendment
Coulsdon
CR5 2ED

Proposal : Demolition of existing garage and erection of a two storey side extension (Non-material amendment to PP 17/02237/FUL)

Date Decision: 06.06.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/02401/NMA **Ward : Coulsdon Town**
Location : 15 Woodplace Lane Type: Non-material amendment
Coulsdon
Surrey
CR5 1NE

Proposal : Non material amendment to application reference 18/01460/CONR for SECTION 73 APPLICATION: Erection of 2 four bedroom and 1 three bedroom houses two with integral garages; formation of access road and provision of associated parking

Date Decision: 04.06.19

Approved

Level: Delegated Business Meeting

Ref. No. : 18/04193/DISC **Ward : Fairfield**
Location : Cambridge House Type: Discharge of Conditions
16-18 Wellesley Road
Croydon
CR0 2DD

Proposal : Discharge of condition 15 (SUDS) attached to planning permission 16/03368/P for demolition of existing buildings; erection of 26 storey building with double height ground floor plus basement level comprising 63 two bedroom, 20 one bedroom and 9 three bedroom flats; provision of access, landscaping and 3 parking spaces.

Date Decision: 29.05.19

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Approved

Level: Delegated Business Meeting

Ref. No. : 18/04953/FUL **Ward : Fairfield**
Location : 1 Parker Road And Land To The Rear **Type: Full planning permission**
Including
18A, 20A And 20C South End
Croydon
CR0 1DN
Proposal : Demolition of existing buildings and erection of a 2 storey building containing music rehearsal and event space at ground floor level (sui generis) and 2 residential units (1 x 1 bed and 1 x studio) above and the erection of a 3 storey terrace containing 6 x 3 bedroom dwellinghouses to the rear together with car and cycle parking, refuse storage and amenity space.

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/00044/FUL **Ward : Fairfield**
Location : 52 George Street **Type: Full planning permission**
Croydon
CR0 1PD
Proposal : Erection of 4-storey extension to the rear of building fronting Park Street to provide 6 x one-bed flats.

Date Decision: 31.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01075/FUL **Ward : Fairfield**
Location : Unit 3, Bridge House, 13 Surrey Street **Type: Full planning permission**
Croydon
CR0 1RG
Proposal : Installation of an external condensing unit on the wall outside the bin store in Overton's Yard

Date Decision: 31.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01172/FUL **Ward : Fairfield**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 38 - 42 South End
Croydon
CR0 1DP
Type: Full planning permission

Proposal : Introduction of third floor roof extension as part of the creation of 6 flats over three floors (first, second and third) to replace 4 existing flats at first and second floor level.

Date Decision: 03.06.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/01700/FUL
Location : Wrencote House
121 High Street
Croydon
CR0 0XJ
Type: Full planning permission
Ward : **Fairfield**

Proposal : Conversion of existing office building to create 1 x 2 bedroom, 3 x 1 bedroom and 3 x studio flats.

Date Decision: 07.06.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/02186/DISC
Location : Leon House
233 High Street
Croydon
CR0 1FW
Type: Discharge of Conditions
Ward : **Fairfield**

Proposal : Approval of details pursuant to condition 2 (BREEAM) of planning permission 17/04817/FUL (Change of use of the eighth floor from Class D1 use to 14 no. residential units)

Date Decision: 28.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/02279/LP
Location : 11 Clarendon Road
Croydon
CR0 3SJ
Type: LDC (Proposed) Operations edged
Ward : **Fairfield**

Proposal : Erection of dormer extension in rear roofslope and installation of rooflights in front roofslope

Date Decision: 07.06.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/02356/LP
Location : 7 Eden Road
Croydon
CR0 1BB

Ward : **Fairfield**
Type: LDC (Proposed) Operations edged

Proposal : Erection of garden store

Date Decision: 04.06.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 18/01356/FUL
Location : 68-70 Godstone Road
Kenley
CR8 5AA

Ward : **Kenley**
Type: Full planning permission

Proposal : Change of use of lower ground and ground floor from A3 (restaurant) to C3 (Dwelling) to provide 2 x 2 bedroom flats with the provision of associated car parking, private gardens with cycle storage, refuse storage and amenity space; and relocation of existing air conditioning unit.

Date Decision: 07.06.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/00694/HSE
Location : 26 Pondfield Road
Kenley
CR8 5JX

Ward : **Kenley**
Type: Householder Application

Proposal : Demolition of existing conservatory. Erection of single storey rear extension with external/internal alterations

Date Decision: 06.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/00968/DISC **Ward : Kenley**
Location : Volunteer Gliding Squadron Type: Discharge of Conditions
Kenley Aerodrome
Hayes Lane
Kenley
Proposal : Full discharge of conditions 3 (Materials) and 5 (Archaeology) attached to planning application 18/02172/FUL for the demolition of existing single storey building and erection of a single storey building for use by the Volunteer Gliding Squadron as an office (B1 (a) Class) and classroom facility (D1 Class) including associated works to include car parking and hard landscaping.

Date Decision: 30.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01433/CONR **Ward : Kenley**
Location : 170 Hayes Lane Type: Removal of Condition
Kenley
CR8 5HQ
Proposal : Variation of condition 1 (varying the approved plans to amend the proposed roof form/fenestration of the dwelling house) linked to Planning Application 18/04838/FUL for the Alterations and demolition of the existing garage and erection of a two storey detached house with accomodation in the roofspace. Erection of single/two storey front/side/rear/roof extensions with accommodation in the loft space and conversion to form 5 flats including associated car parking, cycle/refuse stores and landscaping. (representing a minor variation to the approved under LPA Ref. 17/06121/FUL)

Date Decision: 29.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01434/DISC **Ward : Kenley**
Location : 170 Hayes Lane Type: Discharge of Conditions
Kenley
CR8 5HQ
Proposal : Discharge of condition 3 (Refuse/Cycle Storage) and 4 (Landscaping) attached to planning application 18/04838/FUL for the alterations and demolition of existing garage and erection of a two storey detached house with accomodation in the roofspace. Erection of single/two storey front/side/rear/roof extensions with accommodation in the loft space and conversion to form 5 flats including associated car parking, cycle/refuse stores and landscaping. (representing a minor variation to the approved under LPA Ref. 17/06121/FUL).

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Date Decision: 29.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01858/TRE **Ward : Kenley**
Location : 5 Betula Close **Type: Consent for works to protected trees**
Kenley
CR8 5ET
Proposal : T1 Beech (TPO) Crown lift to 8m measured from ground level (max cut size of 50mm) and reduce lowest limb on North side by 2.5 - 3m over neighbouring property.
(TPO no. 6, 2010)

Date Decision: 07.06.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/01927/TRE **Ward : Kenley**
Location : 10 Oaks Way **Type: Consent for works to protected trees**
Kenley
CR8 5DT
Proposal : T1. Oak. Crown raise to 9m (feathery growth) Crown reduction by 1.5m.
T2. Sycamore. Crown reduction by 2m crown reduction.

(TPO no. 13, 1989)

Date Decision: 07.06.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/01956/FUL **Ward : Kenley**
Location : 6 Cadogan Place **Type: Full planning permission**
Kenley
CR8 5PD
Proposal : Single storey pitch roof extension to rear / side of property to provide additional studio / bedroom.

Date Decision: 06.06.19

Permission Granted

Level:

Ref. No. : 19/01959/TRE **Ward : Kenley**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : Woodland To The Rear Of Summers Wood Type: Consent for works to protected
Close trees
(Summers Wood)
Kenley Lane
Kenley

Proposal : Works T38 Oak - Remove low hanging branch over shed.
(TPO no. 120)

Date Decision: 07.06.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/01992/TRE Ward : **Kenley**
Location : 100 Welcomes Road Type: Consent for works to protected
Kenley trees
CR8 5HE
Proposal : T1: Giant Redwood (front garden) - crown clean, whereby removing any crossing,
dysfunctional or dead branches only.
(TPO no. 12, 2007)

Date Decision: 07.06.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/02183/TRE Ward : **Kenley**
Location : 90D Higher Drive Type: Consent for works to protected
Purley trees
CR8 2HJ
Proposal : Yew Tree - Crown lift to 2-3m all round. Prune away from telephone cables to give
adequate clearance. Conifer to be crown lifted 2-3m above pavement and sides
trimmed. (reapeat of previous consented works - ref: 11/00591/T)
(TPO no. 70, 1989)

Date Decision: 07.06.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Ref. No. : 19/00400/DISC **Ward : New Addington South**
Location : Land And Existing Demountable Houses Type: Discharge of Conditions
(Nos. 49A - 49E, 129A - 129E And 131A -
131B) To The East Of Warbank Crescent
New Addington
Croydon
CR0 0AZ

Proposal : Discharge of condition 12 (Noise Survey), condition 14 (Contaminated Land), condition 16 (AMS), condition 21 (CMS/CLP) and condition 22 (SuDS) attached to permission 16/06432/FUL for demolition of existing demountable houses and erection of 3 single/ three-storey buildings comprising 21 two bedroom and 15 one bedroom flats, formation of vehicular access and provision of associated car parking, landscaping and other associated works.

Date Decision: 31.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01725/HSE **Ward : New Addington South**
Location : 25 Warbank Crescent Type: Householder Application
Croydon
CR0 0AY

Proposal : Alterations. Demolition of the single storey rear conservatory and erection of single storey rear extension.

Date Decision: 06.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01774/HSE **Ward : New Addington South**
Location : 1 Gascoigne Road Type: Householder Application
Croydon
CR0 0ND

Proposal : Erection of single storey side extension and front porch

Date Decision: 31.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01782/HSE **Ward : New Addington South**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 94 Uvedale Crescent
Croydon
CR0 0BQ
Type: Householder Application

Proposal : Construction of part single, part two storey side / rear extension.

Date Decision: 03.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/00916/HSE
Location : 44 County Road
Thornton Heath
CR7 8HN
Type: Householder Application
Ward : **Norbury Park**

Proposal : Erection of a part single/part two storey rear extension

Date Decision: 30.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01349/HSE
Location : 160 Green Lane
Norbury
London
SW16 3NE
Type: Householder Application
Ward : **Norbury Park**

Proposal : Erection of single storey rear extension

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01680/HSE
Location : 32 Hillcote Avenue
Norbury
London
SW16 3BH
Type: Householder Application
Ward : **Norbury Park**

Proposal : Conversion of garage to habitable room and erection of a single storey side and rear extension

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01778/HSE
Location : 4 Highdaun Drive
Norbury
London
SW16 4LY
Ward : **Norbury And Pollards Hill**
Type: Householder Application
Proposal : Erection of single storey front/side extensions with first floor side terraces. Erection of two storey rear extension and alterations to existing roof to include installation of rooflights, erection of dormer windows to roof of dwelling/garage to provide additional accomodation in the roof space.

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01815/LP
Location : 102 Pollards Hill South
Norbury
London
SW16 4ND
Ward : **Norbury And Pollards Hill**
Type: LDC (Proposed) Operations edged
Proposal : Demolition of existing conservatory and the erection of a new single storey rear extension.

Date Decision: 30.05.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/01822/GPDO
Location : 14 Norbury Cross
Norbury
London
SW16 4JQ
Ward : **Norbury And Pollards Hill**
Type: Prior Appvl - Class A Larger House Extns
Proposal : Erection of single storey rear extension projecting out 5 metres with a maximum height of 3.195 metres

Date Decision: 05.06.19

Prior Approval No Jurisdiction (GPDO)

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Level: Delegated Business Meeting

Ref. No. : 19/01828/GPDO
Location : 12 Norbury Cross
Norbury
London
SW16 4JQ

Ward : Norbury And Pollards Hill
Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of single storey rear extension projecting out 6 metres with a maximum height of 3 metres

Date Decision: 28.05.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 18/05244/DISC
Location : Stone Cottage
Coulsdon Road
Coulsdon
CR3 5QS

Ward : Old Coulsdon
Type: Discharge of Conditions

Proposal : Demolition of Stone Cottage, erection of three bedroom chalet bungalow with basement area; erection of detached garage (Full discharge of conditions 5, 9, 10, 11, 12 and Part discharge of condition 6 attached to planning permission 15/05487/P)

Date Decision: 07.06.19

Part Approved / Part Not Approved

Level: Delegated Business Meeting

Ref. No. : 19/01424/LP
Location : 52 Court Avenue
Coulsdon
CR5 1HE

Ward : Old Coulsdon
Type: LDC (Proposed) Operations
edged

Proposal : Loft conversion involving a new rear dormer window and new flank circular window and roof light to the eastern side elevation.

Date Decision: 30.05.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/02181/TRE
Location : 36 Tidenham Gardens
Croydon
CR0 5UT

Ward : Park Hill And Whitgift
Type: Consent for works to protected trees

Proposal : T1: London Plane - Re-pollard. Also root under a patio removed (under supervision of the LPA tree officer) in rear of no. 36.
(TPO no. 4, 2011)

Date Decision: 07.06.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 18/06116/DISC
Location : 7A Warren Road
Purley
CR8 1AF

Ward : Purley Oaks And Riddlesdown
Type: Discharge of Conditions

Proposal : Discharge of Conditions 2 (Construction Logistics Plan), 3 (Cycle Storage, Refuse Storage, EV Details and Visibility Splays), and 12 (Contaminated Land) attached to planning permission 17/03651/FUL for the demolition of the existing building, erection of a terrace comprising of 6 x 4 bedroom two storey houses with accommodation in roofspace, erection of car port and provision of associated car parking

Date Decision: 03.06.19

Part Approved / Part Not Approved

Level: Delegated Business Meeting

Ref. No. : 19/00349/HSE
Location : 31 Buttermere Gardens
Purley
CR8 1EJ

Ward : Purley Oaks And Riddlesdown
Type: Householder Application

Proposal : Demolition of existing garage, erection of two storey side, single storey rear extension and front porch.

Date Decision: 29.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/00626/FUL **Ward : Purley Oaks And Riddlesdown**
Location : Christ Church Brighton Road Purley CR8 2BN Type: Full planning permission
Proposal : Installation of two air conditioning heat exchangers/condensers.

Date Decision: 06.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/00835/DISC **Ward : Purley Oaks And Riddlesdown**
Location : Land To The East Of Montpelier Road And Land And Garages South Of 75-135 Kingsdown Avenue South Croydon CR2 6QL Type: Discharge of Conditions
Proposal : Discharge of condition 12 (CLP) attached to permission 16/06031/FUL for demolition of existing garages and erection of 1 six storey building comprising 9 two bedroom, 1 one bedroom and 1 three bedroom flats, 1 four storey building comprising 4 two bedroom and 2 one bedroom flats and 13 three bedroom and 4 two bedroom houses. Provision of associated car parking, landscaping and associated works (amendment to 18/01765/DISC).

Date Decision: 31.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01031/HSE **Ward : Purley Oaks And Riddlesdown**
Location : 112 Whytecliffe Road North Purley CR8 2AS Type: Householder Application
Proposal : Alterations, erection of a single storey side extension

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Ref. No. : 19/01644/GPDO **Ward : Purley And Woodcote**
Location : 5A Russell Hill Parade Type: Prior Appvl - Class O offices to
Russell Hill Road houses
Purley
CR8 2LE

Proposal : Prior Approval applicaiton under Class O of GPDO 2016 for office to residential involving development consisting of a change of use of 1st floor from a use falling within Class B1(a) (offices) to form 2 flats (Class C3 residential).

Date Decision: 03.06.19

Approved (prior approvals only)

Level: Delegated Business Meeting

Ref. No. : 19/01645/DISC **Ward : Purley And Woodcote**
Location : 15 Selcroft Road Type: Discharge of Conditions
Purley
CR8 1AG

Proposal : Discharge of Conditions 3 (Materials), 4 (Hard and Soft Landscaping), 5 (Full Details) and 9 (19% Carbon Reduction) of 16/01328/P (Demolition of garage; erection of two/three storey four bedroom detached house with integral garage)

Date Decision: 06.06.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01718/HSE **Ward : Purley And Woodcote**
Location : 28 Hartley Old Road Type: Householder Application
Purley
CR8 4HG

Proposal : Alterations, erection of additional storey to create two storey dwelling, erection of single/two storey front/rear extension, to include front porch and loft conversion, alterations to land levels

Date Decision: 31.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01723/DISC **Ward : Purley And Woodcote**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 55 Hillcrest Road
Purley
CR8 2JF
Type: Discharge of Conditions

Proposal : Discharge of Condition 2 (Archaeology) of 18/03313/FUL (Demolition of existing dwelling and proposed erection of a two storey detached building with accommodation in roof to provide 7 flats (2 x 1 bed, 3 x 2 bed and 2 x 3 bed) with associated car parking and new crossover, amenity space, refuse and cycle stores)

Date Decision: 31.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01731/DISC
Location : Orchard Leigh
2 Briar Hill
Purley
CR8 3LE
Type: Discharge of Conditions
Ward : **Purley And Woodcote**

Proposal : Discharge of Condition 4 (Tree protection plan) of planning permission 18/05210/HSE (Demolition of out buildings and construction of a double garage with nanny suite over)

Date Decision: 28.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01854/LP
Location : 4 Grovelands Road
Purley
CR8 4LA
Type: LDC (Proposed) Operations edged
Ward : **Purley And Woodcote**

Proposal : Erection a of rear dormer

Date Decision: 06.06.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/01867/HSE
Location : 29 Highfield Road
Purley
CR8 2JJ
Type: Householder Application
Ward : **Purley And Woodcote**

Proposal : Demolition of existing garage and stores, alterations and erection of single/two storey side extension

Date Decision: 06.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01878/TRE
Location : 4 Hill Road
Purley
CR8 3AT
Proposal : T1 Beech: Overall crown reduction of 3m(by drop crotching)
(TPO no. 17, 1979)

Ward : Purley And Woodcote
Type: Consent for works to protected trees

Date Decision: 07.06.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 18/05383/FUL
Location : 59 Rectory Park
South Croydon
CR2 9JR
Proposal : Demolition of the existing garage and alterations to the existing vehicular access with erection of a two storey building to provide 6 units at the rear including a provision of associated landscaping, parking, cycle and refuse storage

Ward : Sanderstead
Type: Full planning permission

Date Decision: 31.05.19

Permission Granted

Level: Planning Committee

Ref. No. : 19/00955/HSE
Location : 12 Beech Avenue
South Croydon
CR2 0NL
Proposal : Erection of part single, part two storey rear extension

Ward : Sanderstead
Type: Householder Application

Date Decision: 28.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01375/FUL
Ward : Sanderstead

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 3 Blacksmiths Hill
South Croydon
CR2 9AZ
Type: Full planning permission
Proposal : Erection of single storey rear extension

Date Decision: 04.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01586/HSE
Location : 9 Hook Hill
South Croydon
CR2 0LB
Type: **Ward : Sanderstead**
Householder Application
Proposal : Erection of single storey side and rear extensions. Loft conversion and extension including raising ridge height.

Date Decision: 29.05.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/01866/HSE
Location : 95 Mitchley Avenue
South Croydon
CR2 9HP
Type: **Ward : Sanderstead**
Householder Application
Proposal : Demolition of single storey garage and rear utility room, alterations and erection of single storey front/side/rear extension

Date Decision: 04.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 18/05077/DISC
Location : Rear Of 129-131 Addington Road
South Croydon
CR2 8LH
Type: **Ward : Selsdon And Addington Village**
Discharge of Conditions

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 18/04376/FUL **Ward : South Croydon**
Location : Laurel Court Type: Full planning permission
7 South Park Hill Road
South Croydon
CR2 7DY
Proposal : Construction of 3-storey residential building at rear comprising 9 units (6 x 2 bed and 3 x 3 bed flats) with associated car parking, cycle storage, amenity space and refuse storage, and refurbishment of existing building with associated external alterations

Date Decision: 07.06.19

Permission Granted

Level: Planning Committee

Ref. No. : 18/05411/FUL **Ward : South Croydon**
Location : Land Rear Of 31-33 Croham Valley Road Type: Full planning permission
(Facing Onto Ballards Rise)
South Croydon
Proposal : Erection of 2 two storey detached buildings with accommodation within the roofspace comprising 1 three bedroom, 5 two bedroom and 3 one bedroom flats, bin stores, formation of vehicular accesses and provision of associated parking

Date Decision: 04.06.19

Permission Refused

Level: Planning Committee

Ref. No. : 19/00199/DISC **Ward : South Croydon**
Location : Land To The Rear Of 25 St Peter's Street Type: Discharge of Conditions
South Croydon
CR2 7DG
Proposal : Discharge of Conditions 3 (security lighting/balcony screening) and 6 (materials) attached to PP 17/03222/FUL for the demolition of garages and erection of a pair of two storey two bedroom houses with accommodation in roofspace, provision of associated parking and refuse storage.

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Date Decision: 04.06.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01093/DISC **Ward : South Croydon**
Location : 50 Croham Road **Type: Discharge of Conditions**
South Croydon
CR2 7BA
Proposal : Discharge of Conditions 2 (Visibility Splays, Security Lighting, Playspace, EVCPs and Balcony Screens), 3 (CLP/MS), 4 (Materials) and 5 (Landscaping) attached to PP 18/03621/FUL for the demolition of the existing building and erection of a three storey building comprising of 3x one bedroom and 6x two bedroom flats. Provision of associated parking, landscaping, refuse and cycle storage.

Date Decision: 30.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01299/HSE **Ward : South Croydon**
Location : 64 Croham Manor Road **Type: Householder Application**
South Croydon
CR2 7BF
Proposal : Demolition of existing garage annex and erection of two-storey rear extension.

Date Decision: 31.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01462/FUL **Ward : South Croydon**
Location : 15 Sussex Road **Type: Full planning permission**
South Croydon
CR2 7DB
Proposal : Change of use of part of the existing rear extension from a beauty salon to a self-contained studio residential unit including internal alterations and the insertion of a new door.

Date Decision: 30.05.19

Withdrawn application

Level: Delegated Business Meeting

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 99 Blenheim Park Road
South Croydon
CR2 6BL
Type: Householder Application
Proposal : Erection of a single storey rear extension.

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01798/DISC
Location : 56 South Park Hill Road
South Croydon
CR2 7DW
Type: Discharge of Conditions
Ward : **South Croydon**
Proposal : Discharge of Conditions 2 (External Finishes), 3 (Landscaping), 4 (Construction Logistics Plan), 8 (details of refuse, cycles, EVCP, boundary treatment, play space, security lighting) of planning permission 18/05458/FUL (Demolition of the existing house and erection of an apartment block comprising 8no. apartments, together with cycle storage, amenity space, a refuse/ recycling store and landscaping)

Date Decision: 31.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/01775/FUL
Location : Basement Flat
189 Whitehorse Road
Croydon
CR0 2LH
Type: Full planning permission
Ward : **Selhurst**
Proposal : 6m deep single storey rear extension to the flat

Date Decision: 07.06.19

Permission Refused

Level: Planning Committee

Ref. No. : 18/05368/DISC
Location : 149 Shirley Road
Croydon
CR0 7LR
Type: Discharge of Conditions
Ward : **Shirley North**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Proposal : Discharge of condition 3 (external materials) and condition 4 (landscaping) of PP 14/01472/P for the demolition of existing building, erection of two storey building to provide dental practice surgery.

Date Decision: 30.05.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/00095/CONR
Location : 149 Shirley Road
Croydon
CR0 7LR

Ward : Shirley North
Type: Variation of Condition

Proposal : DCMB Variation of condition 6 (Approved plans) of application 14/01472/P dated 17/07/2014 [as amended by non-material amendment applications 15/01381/DT dated 24/04/2015 and 18/05669/NMA dated 18/12/2018] (Demolition of existing building; erection of two storey building to provide dental practice surgery) to allow Minor Material Amendments to the boundary walls, porch design, building materials and landscaping.

Date Decision: 29.05.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/01432/HSE
Location : 38 Coleridge Road
Croydon
CR0 7BQ

Ward : Shirley North
Type: Householder Application

Proposal : Erection of a single storey rear extension, double storey side extension and front porch extension

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01480/HSE
Location : 6 Tower View
Croydon
CR0 7PU

Ward : Shirley North
Type: Householder Application

Proposal : Demolition of rear conservatory and rear side lean to, erection of a new rear extension with partial side return to link with existing garage

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01710/ADV
Location : Shirley Dental Practice
189 Wickham Road
Croydon
CR0 8TF

Ward : **Shirley North**
Type: Consent to display advertisements

Proposal : Installation of internally illuminated fascia signs on the front and side elevations of the building.

Date Decision: 05.06.19

Consent Refused (Advertisement)

Level: Delegated Business Meeting

Ref. No. : 19/01861/NMA
Location : 13 Aldersmead Avenue
Croydon
CR0 7SA

Ward : **Shirley North**
Type: Non-material amendment

Proposal : Non material amendment to planning application ref 18/02124/hse for Erection of two storey side extension and erection of single storey detached outbuilding.

Date Decision: 07.06.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/02563/LP
Location : 34 Stroud Green Way
Croydon
CR0 7BA

Ward : **Shirley North**
Type: LDC (Proposed) Operations edged

Proposal : Proposed dormer window in the rear roof slope and 3no. rooflights in the front roofslope to facilitate a loft conversion.

Date Decision: 07.06.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/02221/GPDO
Location : 29 Devonshire Way
Croydon
CR0 8BU

Ward : Shirley South
Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of single storey rear extension projecting out 7 metres with a maximum height of 3.2 metres

Date Decision: 29.05.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 18/05873/HSE
Location : 80 Warminster Road
South Norwood
London
SE25 4DQ

Ward : South Norwood
Type: Householder Application

Proposal : Proposed basement extension with lightwell, single storey rear extension, single storey front extension and new vehicular access with dropped kerb and hardstanding.

Date Decision: 29.05.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/01517/HSE
Location : 29 Hurlstone Road
South Norwood
London
SE25 6JD

Ward : South Norwood
Type: Householder Application

Proposal : The erection of a single storey rear infill extension, and alterations to the existing ground floor extension including installation of two roof lights and fenestration alterations.

Date Decision: 30.05.19

Permission Granted

Level: Delegated Business Meeting

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : The Clifton Arms
21 Clifton Road
South Norwood
London
SE25 6NJ

Type: Non-material amendment

Proposal : Replacing a door with a window, replacing a lantern with a smaller skylight. (Non-material amendment to consent 17/05186/FUL).

Date Decision: 07.06.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/02421/LP
Location : 86 Holmesdale Road
South Norwood
London
SE25 6JF

Ward : **South Norwood**
Type: LDC (Proposed) Operations edged

Proposal : Erection of dormer extension in rear roofslope and installation of rooflights in front roofslope.

Date Decision: 07.06.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/02541/LP
Location : 86 Holmesdale Road
South Norwood
London
SE25 6JF

Ward : **South Norwood**
Type: LDC (Proposed) Operations edged

Proposal : Double Storey side/rear extension extended out by 3m from the rear wall of the main building with a width of 1.25m.

Date Decision: 07.06.19

Certificate Refused (Lawful Dev. Cert.)

Level: Delegated Business Meeting

Ref. No. : 19/01382/CONR
Ward : **Selsdon Vale And Forestdale**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 21 Beech Way
South Croydon
CR2 8QR
Type: Removal of Condition

Proposal : Variation of condition 12 (existing trees not to be felled, lopped, topped or otherwise removed during the course of development) of permission ref: 17/04917/FUL dated 20.12.2017 (Erection of 3 four bedroom detached houses and 4 four bedroom semi detached houses with associated access and parking) to allow for the removal of trees T13 (Hazel), T27 (Hazel), T30 (Ash) and T31 (Ash).

Date Decision: 31.05.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01796/TRE
Location : 12 Kingswood Way
South Croydon
CR2 8QP
Ward : **Selsdon Vale And Forestdale**
Type: Consent for works to protected trees
Proposal : T1: Atlantic Cedar - crown reduced by 4m in height from a height of 15m to 11m and up to 2.5 laterally, back to previous points. Maintain size for position and continue pruning cycle.
(TPO no. 20, 1972)

Date Decision: 07.06.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/00659/HSE
Location : 129 Stafford Road
Croydon
CR0 4NN
Ward : **Waddon**
Type: Householder Application
Proposal : Erection of a single storey rear extension and domestic outbuilding.

Date Decision: 06.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01171/ADV
Ward : **Waddon**

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : Advertising Right Adjoining 285
Purley Way
Croydon
CR0 4XF

Type: Consent to display
advertisements

Proposal : Replacement of a 48-sheet illuminated advertising display with a 48-sheet illuminated digital advertising display.

Date Decision: 06.06.19

Consent Granted (Advertisement)

Level:

Ref. No. : 19/01277/HSE

Location : 41 Barrow Road
Croydon
CR0 4EZ

Ward : **Waddon**
Type: Householder Application

Proposal : Erection of single storey rear extension.

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01792/FUL

Location : Mill Lane Trading Estate
Mill Lane
Croydon
CR0 4AA

Ward : **Waddon**
Type: Full planning permission

Proposal : Proposed telecommunications rooftop upgrade and associated works

Date Decision: 07.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 18/04165/HSE

Location : 44 Woodside Avenue
South Norwood
London
SE25 5DJ

Ward : **Woodside**
Type: Householder Application

Proposal : Formation of a vehicular access.

Date Decision: 04.06.19

Appendix 2 - Decisions (Ward Order) since last Planning Control Meeting as at: 10th June 2019

Location : 1071 - 1073 London Road
Thornton Heath
CR7 6JG
Type: Full planning permission
Proposal : Erection of single storey rear extensions
Date Decision: 04.06.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01830/GPDO
Location : 50 Stanley Grove
Croydon
CR0 3QU
Ward : West Thornton
Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of single storey rear extension projecting out 4.5 metres with a maximum height of 3 metres

Date Decision: 05.06.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/02598/LP
Location : 32 Thornton Avenue
Croydon
CR0 3BU
Ward : West Thornton
Type: LDC (Proposed) Operations
edged

Proposal : Erection of new single storey rear extension and demolition of existing chimney

Date Decision: 07.06.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

PLANNING COMMITTEE AGENDA

20th June 2019

Part 8 Other Planning Matters

Item 8.2

<p>Report of: Head of Development Management</p> <p>Author: Pete Smith</p>	<p>Title: Planning Appeal Decisions (May 2019)</p>
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1. PURPOSE

- 1.1 This report provides details of town planning appeal outcomes and the range of planning considerations that are being taken into account by the Planning Inspectors, appointed by the Secretary of State for Housing, Communities and Local Government.
- 1.2 The report covers all planning appeals, irrespective of whether the related planning application was determined by Planning Committee, Planning Sub Committee or by officers under delegated powers. It also advises on appeal outcomes following the service of a planning enforcement notice.
- 1.3 A record of appeal outcomes will also be helpful when compiling future Annual Monitoring Reports.

2. APPEAL DECISIONS

- 2.1 The following appeal decisions have been received by the Council during the reporting period.

Application Nos:	17/02192/FUL (Appeal 1) 18/00831/FUL (Appeal 2)
Site:	Queens Hotel, 122 Church Road, Upper Norwood
Proposed Development:	(Appeal 1) Demolition of the east west wing and the erection of new extensions (spine and southern range) and recladding of northern 1970s extension to provide a total of 570 hotel bedrooms with 170 car/van parking spaces (in forecourt and extended basement) with space for 3 coaches in the forecourt. (Appeal 2) Demolition of the east west wing and the erection of new extensions (spine and southern range) and recladding of northern 1970s extension to provide a total

	<i>of 495 hotel bedrooms with 207 car/van parking spaces (in forecourt and extended basement) with space for 5 coaches in the forecourt.</i>
Decision:	REFUSE PLANNING PERMISSION (Appeal 1 and 2) Overturned
	Officer Recommendation
Appeal Method:	PUBLIC INQUIRY
Inspector's Decision	(Appeal 1) DISMISSED (Appeal 2) (ALLOWED)
Case Officer	Ross Gentry
Ward	Crystal Palace and Upper Norwood

- 2.2 Both these applications were refused planning permission, contrary to officer's recommendation. The scheme the subject of Appeal 1 was somewhat larger (in terms of the scale of development proposed for the replacement east-west spine building and the elevational treatment of the east-west wing and the southern range). Appeal 1 also proposed less on-site car and coach parking. The scheme the subject of Appeal 2 proposed a more stepped arrangement to the east-west spine building and a simplified elevational treatment to the east-west spine building and the southern extension. This scheme also proposed additional car and coach parking within an enlarged and re-configured basement and modified forecourt.
- 2.3 The main issues (in both appeals) was the extent to which the proposed development preserved or enhanced the character and appearance of the conservation area and the extent to which the development affected traffic and car parking, with consequential effects on the road network and highway safety.
- 2.4 In respect of Appeal 1, the Planning Inspector concluded that the larger and bulkier east-west spine extension and the side extension to the south would not have appeared suitably regressive and would have competed with the historic core of the existing historic element. He also concluded that the design of the window openings and roof finishes would have resulted in an overtly and unacceptable contemporary appearance. He was also concerned about the bulk of the east-west wing when viewed from the neighbouring Regency Gardens (within the conservation area). He concluded that with the general lack of set-down, as the building stepped back into the site, would have resulted in a somewhat harsh and domineering presence. He therefore concluded that there would have been harm to the character and appearance to the conservation area (albeit less than substantial harm) and concluded that the benefits arising from the proposal (employment generation, the provision of additional hotel accommodation and the regenerative benefits of the development to Upper Norwood) would not have outweighed the harm caused.
- 2.5 As regards Appeal 2, he outlined the various benefits associated with the

hotel expansion (similar to those raised in respect of Appeal 1) but concluded that the modifications undertaken (especially the simplified elevational treatment to the east-west spine and the southern extension – along with a stepping down of bulk facing onto Regency Gardens) would have helped reduce the effect of the development on the character and appearance of the conservation area. Bearing in mind that the scheme proposed significant improvements to the northern 1970's extension and the existing entrance canopy, he concluded that the proposed works would have preserved the character and appearance of the conservation area. In view of the significance of the heritage arguments, this represented a crucial conclusion – in favour of this amended scheme.

- 2.6 In terms of highway considerations, he recognised that a large hotel was already in existence, generating traffic alongside car and coach parking pressure. He concluded that whilst not representing the highest level of accessibility, the site remained well connected and accessible. He was satisfied that not all coaches would have arrived and left at the same time and acknowledged that at times, there might well have been some tight manoeuvres. He also acknowledged that this would have affected the heritage value of the frontage. However, he recognised that the frontage would be improved and made safer (for pedestrians entering the hotel lobby) and on balance, concluded that (with Appeal 2) the revised forecourt arrangements would have allowed for better management of coaches. Moreover, he accepted (in respect of Appeal 2) that the additional parking would have helped in terms of managing the interplay between on and off site car parking pressure and was pleased and reassured that the applicant had elected to increase the level of on-site car parking and was satisfied that the scheme the subject of Appeal 2 would have satisfactorily dealt with the potential car and van parking pressures.
- 2.7 Appeal 1 was therefore DISMISSED and Appeal 2 ALLOWED. This is an interesting and informative appeal outcome (in relation to both schemes) and helps identify weight afforded to heritage assets (taken in the round) and how benefits might outweigh the harm identified. The crucial issue (in respect of Appeal 2) was that no harm (taken in the balance) was identified. Whilst Appeal 2 was ALLOWED, the Council managed to avoid an award of costs and the appellant honoured the terms of the S.106 Agreement (which had been negotiated at planning application stage). Local residents were legally represented at the public inquiry (which lasted 4 days) and your officers worked closely with local residents and Ward Members to ensure the presentation of a robust, sound and defensible planning position. Assuming development progresses, residents will be expecting compliance with S.106 obligations and imposed planning conditions.

<i>Application No:</i>	<i>18/00257/FUL</i>
<i>Site:</i>	<i>5 Derby Road, Croydon, CR0 3SE</i>
<i>Proposed Development:</i>	<i>Display of a A0 pavement display board</i>
<i>Decision:</i>	<i>REFUSE ADVERTISEMENT</i>

Appeal Method:	CONSENT
Inspector's Decision	WRITTEN REPRESENTATIONS
Case Officer	DISMISSED
Ward	Wayne Spencer
	Fairfield

2.8 The main planning issues in this case involved the effect of the advertisement display in terms of visual amenity as well as public safety.

2.8 The site of the proposed advertisement is located within a row of commercial units and the Planning Inspector was concerned that the proposal would have introduced a prominent freestanding sign onto the forecourt of the premises which would have been an alien feature. He concluded that the sign would have added to visual clutter and would have eroded the appearance of the area of public realm.

2.9 He was less concerned about the effect of the sign on the movement of pedestrians through the site, especially as the footway is clearly delineated from the business forecourt. The appeal was DISMISSED.

Application No:	18/03701/FUL
Site:	39 Russell Green Close, Purley, CR8 2NS
Proposed Development:	Appeal against the imposition of planning conditions relating to visibility splays, electric vehicle charging points and security lighting
Decision:	PLANNING PERMISSION GRANTED WITH CONDITIONS
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector's Decision	DISMISSED
Case Officer	Georgina Galley
Ward	Purley and Woodcote

2.10 This case was granted planning permission by Planning Committee about 5 months ago and planning conditions were imposed (requiring the approval and delivery of security lighting, EVCPs and visibility splays). The appellant argued that the conditions did not meet the tests laid down by the NPPF.

2.11 Whilst the site is located at the end of the cul-de-sac, the Planning Inspector concluded that the delivery of generous visibility splays was necessary and reasonable, bearing in mind the close proximity to the neighbouring footpath (well used by school children). He also felt that the delivery of security lighting was reasonable and necessary, especially as some secluded areas within the car parking area could act as a hiding place for criminals. Finally, he was satisfied that the requirement for electric charging points was well founded in policy and was a necessary and reasonable requirement. The appeal was DISMISSED.

Application No:	17/05847/FUL
Site:	639-641 London Road, Thornton Heath CR7 6AZ
Proposed Development:	Erection of a roof extension at second floor level to provide 4 duplex bedrooms
Decision:	REFUSE PLANNING PERMISSION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector's Decision	ALLOWED
Case Officer	Katy Marks
Ward	West Thornton

2.12 The main issue in this case was the effect of the proposed extensions on the character and appearance of the area and the appearance of the locally listed building.

2.13 The Dunheved Hotel is an existing 54 bed hotel (locally listed) located opposite Croydon University Hospital. The rear of the hotel had already been extended (forming a stepped roof) and this further extension sought to provide additional accommodation. Whilst the Planning Inspector recognised that the frontage element had been left largely intact, as a pair of Edwardian properties, he felt that the extensions to the rear were more contemporary in appearance. Whilst he concluded that the proposed extensions would have reduced the subservient nature of the rear additions, they would not have been harmful to the overall appearance of the buildings.

2.14 He felt that the existing stepped appearance of the rear additions failed to preserve or enhance the integrity of the remaining elements of the building and with the varied character of development in the vicinity, he concluded that the proposed development would not have appeared out of place. The appeal was ALLOWED.

Application No:	18/06198/HSE
Site:	69 Addiscombe Court Road, CR0 6TT
Proposed Development:	Erection of a single storey infill extension
Decision:	REFUSE PLANNING PERMISSION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector's Decision	DISMISSED
Case Officer	James Udall
Ward	Addiscombe West

2.18 The main issue in this case was the effect of the single storey extension (infilling the yard between the two-storey outrigger and the boundary with the neighbouring property) on the amenities of the neighbour at 71 Addiscombe Court Road in terms of outlook and light.

2.19 With a depth of extension equivalent to the two-storey outrigger and with the extension emerging over the existing 2 metre boundary, the Planning Inspector concluded that the extension would have appeared intrusive when viewed from the neighbour's rear windows. He concluded that the extension would have had a discordant appearance within such a small space between the properties and would have created an unwarranted canyon effect, resulting in a visually overbearing structure. The appeal was DISMISSED.