

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, Leila Ben-Hassel, Helen Redfern, Michael Neal, Badsha Quadir, Jan Buttinger and Andrew Pelling

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Thursday, 19 December 2019** at the rise of Planning Sub-Committee but not earlier than **6.30pm** 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
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www.croydon.gov.uk/meetings
Wednesday, 11 December 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 - 10)

To approve the minutes of the meeting held on Thursday 5 December 2019 as an accurate record.

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

5. Development presentations (Pages 11 - 12)

To receive the following presentations on a proposed development:

There are none.

6. Planning applications for decision (Pages 13 - 16)

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

6.1 19/03282/FUL 59-63 Higher Drive, Purley, CR8 2HR
(Pages 17 - 48)

Demolition of existing buildings, erection of a three/four/five storey building comprising 40 residential units, provision of 24 car parking spaces and associated refuse and cycle storage.

Ward: Purley and Woodcote
Recommendation: Grant permission

6.2 19/01838/FUL 444 Selsdon Road, South Croydon, CR2 0DF
(Pages 49 - 70)

Demolition of existing dwelling and erection of 9 residential apartments with associated parking and landscaping.

Ward: South Croydon
Recommendation: Grant permission

6.3 19/01818/FUL 20-28 George Street, Croydon, CR0 1PA
(Pages 71 - 84)

Alterations to existing shopfronts. Demolition of two parts of second floor to rear of building. Conversion of part of ground floor of 24-26 George Street to provide upper floor access. Erection of single storey rear infill extension to provide cycle storage and first floor rear extension. Formation of rear terraced areas at first and second floor levels. Conversion of upper floors of resulting building to provide 3x1 bedroom, 2x2 bedroom and 3x3 bedroom flats (8 in total) with associated amenity spaces. Installation of roof windows to front and rear elevations.

Ward: Fairfield
Recommendation: Grant permission

6.4 19/00467/FUL 37 Russell Hill Road, Purley, CR8 2LF
(Pages 85 - 108)

Demolition of the existing building and erection of a building ranging from 2 - 8 storeys, with basement, to accommodate 47 residential units; formation of associated access, landscaping, parking, refuse and cycle storage.

Ward: Purley and Woodcote
Recommendation: Grant permission

6.5 19/03539/FUL 105 Woodcote Grove Road, Coulsdon, CR5 2AN (Pages 109 - 128)

Demolition of a single-family dwelling and erection of one 3 and 4-storey block containing 7 flats and 2 houses with associated access, car parking, cycle and refuse storage.

Ward: Coulsdon Town
Recommendation: Grant permission

6.6 19/04152/FUL 8-10 Grovelands Road, Purley, CR8 4LA
(Pages 129 - 162)

Construction of three building blocks with heights ranging between four to five storeys to accommodate 44 flats with associated vehicular parking spaces, a new vehicular access, cycle and refuse stores and hard and soft landscaping; following demolition of existing two dwelling houses.

Ward: Purley and Woodcote
Recommendation: Grant permission

6.7 19/03604/FUL 29-35 Russell Hill Road, Purley CR8 2LF
(Pages 163 - 192)

Demolition of existing residential dwellings and erection of 2 buildings, comprising of 106 new apartments, with associated hard and soft landscaping, access and car parking.

Ward: Purley and Woodcote
Recommendation: Grant Permission

7. Items referred by Planning Sub-Committee

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

There are none.

8. Other planning matters (Pages 193 - 194)

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

8.1 Weekly Planning Decisions (Pages 195 - 252)

This report 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).

**8.2 Planning Appeal Decisions (November 2019)
(Pages 253 - 262)**

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, 5 December 2019 at 6.30 pm 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 Sherwan Chowdhury, Joy Prince, Jason Perry, Scott Roche, Gareth Streeter, Felicity Flynn (In place of Chris Clark), Bernadette Khan (In place of Muhammad Ali) and Michael Neal (In place of Ian Parker)

Also Present: Councillors Jan Buttinger and Robert Canning

PART A

273/19 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on Thursday 21 November 2019 be signed as a correct record.

274/19 **Disclosure of Interest**

In relation to the application item 19/02532/FUL 3 Northwood Avenue, Purley, CR8 2ER, Councillor Khan disclosed that she lived on Higher Drive in the proximity of the application but that her property was not affected by the application.

275/19 **Urgent Business (if any)**

There was none.

276/19 **Development presentations**

There were none.

277/19 **Planning applications for decision**

The Chair announced that the agenda items would be heard in the following order: 19/03839/FUL 1 The Grange, Firs Road, Kenley CR8 5LH; 19/02532/FUL 3 Northwood Avenue, Purley, CR8 2ER and 19/02049/FUL Land Rear of 13 to 73 Stafford Road, Duppas Hill Road, Croydon.

278/19 **19/03839/FUL 1 The Grange, Firs Road, Kenley CR8 5LH**

Erection of a new two storey side extension and single storey rear extension and conversion of existing building to provide 9 no. 1 and 2 bedroom flats together with associated access, parking and landscaping.

Ward: Kenley

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

Mr Matt Uberoi spoke in objection to the application.

Mr Philip Allin, the Applicant's Agent spoke in support of the application.

Referring Councillor Jan Buttinger spoke against the application

Councillor Roche proposed a motion to **REFUSE** the application on the grounds that not enough has changed in the scheme to make it acceptable, it is excessive in mass and scale and an over development of the plot. Councillor Streeter seconded the motion.

Councillor Scott proposed a motion to **APPROVE** the application based on the officer's recommendation. Councillor Prince seconded the motion.

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 1 The Grange, Firs Road, Kenley CR8 5LH.

279/19 **19/02532/FUL 3 Northwood Avenue, Purley, CR8 2ER**

Demolition of a single family dwelling and erection of one 3-storey block, containing 2 x 3 bedroom, 3 x 2 bedroom and 2 x 1 bedroom units with associated landscaping, 1 parking space, cycle storage and refuse store.

Ward: Purley and Woodcote

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

Councillor Badsha Quadir spoke against the application.

Ms Tara Mayle, the Applicant, spoke in support of the application.

Councillor Streeter proposed a motion to **REFUSE** the application on the grounds that it is detrimental to the local character and does not respect the street scene, and an over development with insufficient parking. Councillor Perry seconded the motion.

Councillor Scott proposed a motion to **APPROVE** the application based on the officer's recommendations. Councillor Letts seconded the motion.

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 3 Northwood Avenue, Purley, CR8 2ER.

280/19 **19/02049/FUL Land Rear of 13 to 73 Stafford Road, Duppas Hill Road, Croydon**

Erection of three buildings comprising 126 residential dwellings, ranging from two to five storeys together with associated access, car parking, cycle parking, landscaping and associated infrastructure works.

Ward: Waddon

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

Ms Paula McCollin spoke against the application.

Ms Catherine Bruce, spoke on behalf of the Applicant, in support of the application.

Referring Ward Member Councillor Robert Canning spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application based on the officer's recommendation. There was a request for revised wording of the condition, alongside an informative, in relation to the route for construction logistics. The Committee were clear this needed to take place from Duppas

Hill Road and stated that were this not to be secured as part of the future condition submission, the matter must return to the Planning Committee for determination. Councillor Khan seconded the motion.

Councillor Perry proposed a motion to **DEFER** the application on the grounds of the access and construction situation to be reviewed in more detail. Councillor Roche seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of Land Rear of 13 to 73 Stafford Road, Duppas Hill Road, Croydon, subject to the completion of the legal agreement as set out in the papers.

281/19 **Items referred by Planning Sub-Committee**

There were none.

282/19 **Other planning matters**

283/19 **Weekly Planning Decisions**

The report was received for information.

The meeting ended at 8.55 pm

Signed:

Date:

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

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

2 ADVICE TO MEMBERS

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

3 FURTHER INFORMATION

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

4 PUBLIC SPEAKING

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

5 BACKGROUND DOCUMENTS

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

6 RECOMMENDATION

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

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PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 **ROLE OF THE COMMITTEE MEMBERS**

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

4. **THE ROLE OF THE CHAIR**

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

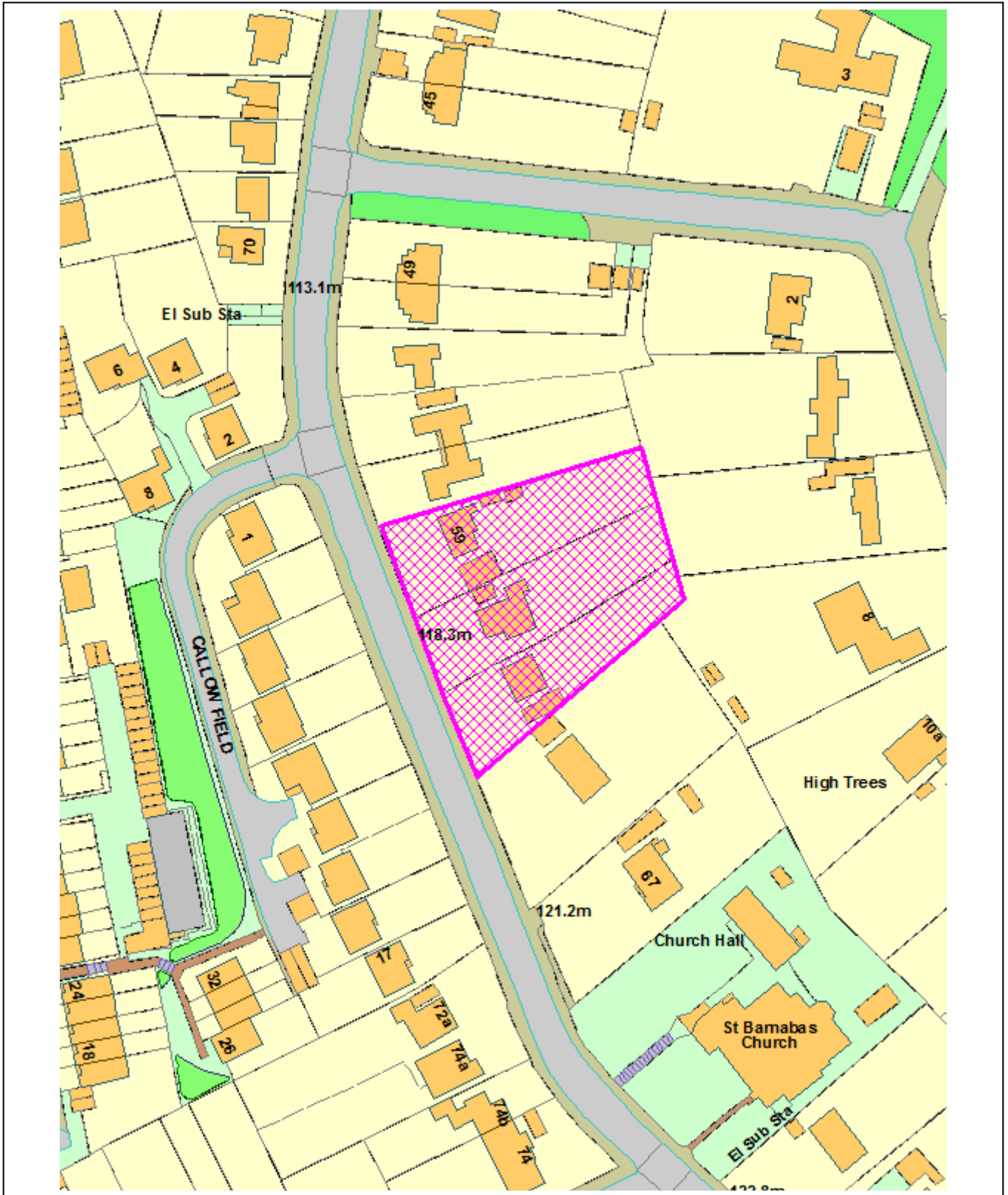
8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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PART 6: Planning Applications for Decision

Item 6.1

1 SUMMARY OF APPLICATION DETAILS

Ref: 19/03282/FUL
 Location: 59-63 Higher Drive, Purley, CR8 2HR
 Ward: Purley and Woodcote
 Description: Demolition of existing buildings, erection of a three/four/five storey building comprising 40 residential units, provision of 24 car parking spaces and associated refuse and cycle storage.
 Drawing Nos: Site Location Plan PL_001rev.00; Proposed Lower Ground Floor PL_100rev.17; Proposed Upper Ground Floor & First Floors PL_101&102rev.15; Proposed Second Floor PL_103rev.15; Proposed Third Floor PL_104rev.15; Landscape & Roof Plan PL_050rev.15; Rear Elevation PL_202rev.15; Rear Elevation/Section PL_201rev.15; Flank Elevation @ South Boundary PL_204rev.15; Flank Elevation @ North Boundary PL_203rev.15; Street Elevation PL_200rev15; Brick Colour & Textures - Bay 3 – Right; Brick Colour & Textures - Bay 1 - Left Hand Side; Brick Colour & Textures - Bay 2 – Centre; Topographical Survey PL_040rev.00; Tree Constraints Plan CCL 10121/TCP Rev: 2; Impact Assessment Plan CCL 10121/IAP Rev: 1; Tree Protection Plan CCL 10121/TPP Rev: 1. Transport Statement U1911485L Version 2.2 (ML Traffic Engineers, October 2019); Planning Statement 59-63 Higher Drive (Macar Developments); Ecological Appraisal of 59-63 Higher Drive, Purley M1148.002 Issue 2 (Crossman Associates, 29 September 2019); Internal Average Daylight Study 6261 Rev.0 (Base Energy, 16.06.2019); External Average Daylight Study 6261 Rev.0 (Base Energy, 18.06.2019); Flood Risk Assessment L01433 Revision: 01 (Scott White and Hookins, 26-06-19); Energy Statement for Planning 6261 Rev.1 (Base Energy, 27.09.2019); BS 5837 Arboricultural Report ref. 10121 (Crown Tree Consultancy, 24th June 2019); Desk Study / Preliminary Risk Assessment Report P2209J1698/SRC Final v1.0 (JOMAS ASSOCIATES LTD, 07 June 2019); Design & Access Rev.C (MACAR Developments, 24/10/19).
 Applicant: Macar Developments Ltd
 Case Officer: Jan Slominski

	1 bed	2 bed	3 bed	4 bed
Market Flats	4	14	2	0
Affordable Rented	5	13	2	0
Totals	9	27	4	0

Type of floorspace	Amount proposed	Amount retained	Amount to be demolished
Residential	3,138 sq m	0 sq m	572 sq m

Number of car parking spaces	Number of cycle parking spaces
24	76

- 1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and Cllrs Paul Scott and Simon Brew made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site comprises three detached houses in a residential area. The proposal would replace the detached houses with 40 new flats, of which at least 50% would be affordable (delivered as London Affordable Rented homes) thereby providing a significant increase in new affordable homes within an existing established residential area.
- The five-storey building would be significantly taller than its surroundings and would evolve the local character whilst using land efficiently. Planning conditions are recommended to ensure that the development would use high quality materials, detailing and landscaping.
- The proposed development would not have an unacceptable impact on the living conditions of neighbouring occupiers.
- The standard of residential accommodation would be acceptable, with all units meeting the Nationally Described Space Standards (NDSS) with acceptable space, light and outlook; private amenity spaces; access to sufficient communal amenity and child play space.
- The parking and transport impacts of the development would be addressed by a combination of on-site parking spaces and planning obligations (including electric cycles and car parking restrictions).
- The proposed development would balance the efficient use of land and delivery of affordable homes against the need for good design and transport planning. On balance, the proposal is therefore considered acceptable in delivering a sustainable form of development.

3 RECOMMENDATION

- 3.1 That the Planning Committee resolve to GRANT planning permission subject to the prior completion of a legal agreement to secure the following planning obligations:

■ Affordable housing. 50% of units to be provided as affordable housing. All of those homes to be London Affordable Rent.

■ Travel Plan (and 3 Year monitoring)

■ Car club contribution of £5,000

■ A scheme for electric bicycle purchase: £20,000 to be held in Escrow for a period of 12 months to provide future residents with the opportunity to apply to Moat HA for a £500 voucher towards the purchase of an electric bike.

■ Highways contribution of £5,000 towards parking restrictions.

■ Bus route feasibility study contribution of £12,000

■ Footway survey and reinstatement if necessary

■ Air quality contribution £4,000

■ Carbon offset contribution (approximately £47,016, with the amount recalculated following construction).

■ Local Employment and Training Strategy (construction phase) including a financial contribution of £20,000.

■ Monitoring fees and payment of Legal fees

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

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

3.3 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

Commencement within three years (compliance)
Approved Plans (compliance)
Ecology (nesting and bats) (prior to commencement)
Contamination (prior to commencement)
SUDS (prior to commencement)
Construction and Environmental Management Plan (prior to commencement)
Thames Water/ Piling (prior to specific works)
Materials and Detailing (prior to superstructure)
Sample panels on site (prior to superstructure)
Secured by Design (prior to occupation)
Obscured Glazing (prior to occupation)
Landscaping (prior to occupation)
Trees (new planting) (prior to occupation)
Playspace (prior to occupation)
External lighting (and light pollution) (prior to occupation)
Public Art (prior to occupation)
Energy Strategy and carbon reduction (prior to occupation)
PV Panels (not to exceed parapet height) (prior to occupation)
Servicing and Deliveries (prior to occupation)
Visibility Splays (prior to occupation)
Parking Management Plan (prior to occupation)
Highways Works (S.278 Works) (prior to occupation)
No use of flat roofs (except designated terraces) (compliance)
Tree protection (compliance)
Accessible Homes (M4) (compliance)
Lifts (compliance)
Water Consumption (110l) (compliance)
Waste Storage (compliance)
Cycle Storage (compliance)
Electric Vehicle Charging Points (compliance)
Noise limits (plant) (compliance)
Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informatives

London Fire Brigade (Demolition)
London Fire Brigade (New Build)
Ecology
Subject to legal agreement
Construction Logistics Plans
Flood Risk
Thames Water
Site notice removal
Any other informative(s) considered necessary by the Director of Planning

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

3.5 That if by 5th March 2019 the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

4 PROPOSAL AND LOCATION DETAILS

Proposal

- The proposal is a single block of flats, replacing the three detached houses currently on the site.
- 40 new homes would be provided, of which 50% would be London Affordable Rented homes (delivered through a S.106 planning obligation). The applicant has advised that the whole site is to be sold to Moat (a Registered Provider) and it is likely that 100% of homes would become affordable in practice, although only 50% of these units has been committed to within the S.106 Agreement and the planning application must be determined on that basis.
- The building would be 3-5 storeys high, stepping up towards the middle of the site.
- There would be communal gardens and play-space at the rear.
- 10 car parking spaces would be provided within the front forecourt of the development with 14 further spaces provided internally - at lower ground floor level. As 24 spaces are proposed for 40 homes, several mitigation measures to reduce car dependence are to be secured in the S.106 Agreement (electric cycles, parking restrictions, a travel plan, a contribution to a local car club and a contribution to a feasibility study into an additional bus route).
- Cycle storage and bin storage would be provided internally.

Site and Surroundings

- 4.1 The site is located on the eastern side of Higher Drive, south of its junction with Woodland Way and north of All Saints and St Barnabas Church. The site comprises three residential plots (59, 61 and 63 Higher Drive) each occupied by a detached house set within expansive grounds.
- 4.2 Higher Drive is a predominantly residential street and the site is surrounded by houses to the west, north and east. To the south is St Barnabas Church and its grounds and the nearby buildings are predominantly detached houses of 2-3 storeys in height (including roof accommodation in some cases). The site slopes upwards towards the rear, away from the road. Due to the slope of the land, the houses opposite have lower ridges than those on the east side of the road.



Site Plan (existing buildings to be demolished in dotted lines)

4.3 The buildings on the street are varied in design although there are shared design characteristics, including deep landscaped front gardens, tiled pitched roofs, brick, tile hung and render elevations and horizontal windows. The following observations are made on the site's characteristics and planning constraints:

- The site is in Kenley Ward.
- The site is approximately 15 minutes' walk (1.1km) to Purley District Centre.
- It is also a 15 minute (1.1km) walk of Purley Rail Station and 13 minute (0.9km) walk of Reedham station.
- It has a Public Transport Accessibility Level (PTAL) of 1a/1b.
- The site is not within a Controlled Parking Zone (CPZ)
- The site is in a Critical Drainage Area.
- There are no heritage assets immediately adjacent to the site.
- The site is covered by a Tree Preservation Order (TPO) which protects 2 trees in the front gardens of 61 and 63 Higher Drive (TPO 144). There is a TPO to the rear of the site which covers all trees at 8 and 10 Woodland Way (TPO 31/1974).

4.4 Higher Drive is on a slope, with the walking routes to Purley and Reedham Stations being steeply sloping.

Planning History

- 4.5 The following planning decisions are relevant to the application site:
- 02/02112/P 63 Higher Drive. Erection of single/two storey rear extension.
Permission Granted.

5 CONSULTATION RESPONSES

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 The following were consulted regarding the application:

Thames Water

- 5.3 No objections raised, subject to conditions relating to sustainable drainage and a piling method statement (which are recommended).

London Fire Brigade

- 5.4 No objections raised to demolition subject to guidance provided on disposal of waste materials and no objections to the new building subject to compliance with the Building Regulations (informatives are recommended).

Crime Safety Officer

- 5.5 No objection subject to a condition requiring Secured by Design accreditation (which is recommended)

Ecology Advisor

- 5.6 No objection subject to securing biodiversity mitigation and enhancement measures (to be secured by conditions)

Local Lead Flood Authority (Statutory Consultee)

- 5.7 No objection subject to the recommended pre-commencement condition.

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by two site notices displayed in the vicinity of the application site. The application has also been publicised in the local press. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 169 Objecting: 167 Supporting: 0

- 6.2 Representations have been made from the following local groups/societies:
- Foxley Residents' Association

- 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
Housing Mix, Amount and Tenure	
The proposed homes are not needed.	The Council has a long waiting list of people in need of affordable homes and the proposal would provide much need affordable homes.
The proposal exceeds the London Plan Density Matrix, for which the London Plan requires justification	The proposal would provide an acceptable standard of accommodation and would avoid harm to neighbour amenity. The principle of larger buildings in suburban areas is promoted by the Suburban Design Guide (which inevitably increases the density of development) and in this case, 50% affordable housing is proposed which is a benefit that justifies the design impacts of the proposed height.
Part of the garden will not be wheelchair accessible	The proposal includes 4 wheelchair user dwellings with oversized internal and/or external spaces to compensate for the limited accessibility to the communal garden, which is caused by the slope of the site.
No affordable housing is proposed.	The application originally proposed 8 Shared Ownership homes (20% of units) and now proposes London Affordable Rented affordable homes (50% of units).
Loss of existing buildings	
Three existing period houses will be lost	The existing houses are not subject to any heritage designations.
Neighbour Impacts	
The development will overlook the neighbouring houses	The proposed development would maintain generous overlooking distances of well over 18m between existing and proposed habitable room windows and although the existing houses already overlook each other's gardens, the proposal would avoid directly overlooking the first 10m of the neighbouring gardens.
The shadows created by the development will be will be injurious to the health and well-being of the elderly and vulnerable who live along that side of the road.	The development broadly complies with the Council's guidance of 45 degree lines from habitable rooms, has clearly been designed to avoid harm to neighbour amenity and was accompanied by a sunlight and daylight assessment which demonstrates acceptable impacts.
The development will result in significant noise	New homes are proposed which are consistent with the existing land use. The noise effects will be commensurate with those expected in a residential area and no significant noise generating machinery or plant are proposed.

Design	
The buildings will be high maintenance and local materials including rendered or white painted walls would be more appropriate	The building will use brick elevations and metal balconies, which are high quality materials with lower maintenance than render or painted walls. The high density of the building means that the costs of maintenance will be shared amongst several units.
The proposed grey brick is out of keeping with the other materials on the street (red brick, render and painted elevations)	The design has been amended to use better reflect the local materials, with a darker brick on the ground floor (which is a common feature on Higher Drive), brown brick on the top floor to reflect the dark roof tiles locally and red brick elevations.
The building would be too tall and not supported by the Local Plan; a three-storey building would be acceptable	The local plan does not specify building heights, other than to state that sites should be used efficiently and a minimum of three storeys should be achieved. The proposal would step gradually from 3-5 storeys and would efficiently use the site. Higher Drive has been subject to several planning applications recently and neighbour objections were received to three storey buildings due to their height.
A flat roof is not appropriate	The proposed top storey would be set back and use a darker material, as a contemporary reinterpretation of the surrounding roof treatments.
Ecology and Trees	
The proposal would harm protected species.	An ecology report was submitted which was independently scrutinised by the Council's ecology advisor, who has advised that the development is acceptable subject to the recommended conditions.
The loss of trees is unacceptable	Whilst existing trees contribute to local character, if new housing is to be accommodated, some loss of trees is inevitable and the Council's tree officer has confirmed that the proposed removal of other trees is acceptable, subject to replacement trees and protection measures for the retained trees (including the two TPO trees which are to be protected and retained).
The proposed new trees will block the neighbours' light	The site's surroundings include trees. Native trees are to be secured by planning conditions, which provide shade in summer (when sunlight levels are high) and allow light penetration in winter (when the sun is lower in the sky).
The use of a green site is not appropriate and brownfield sites should be used for new housing	The site is previously developed land and is a brownfield site.

Environmental Health	
The proposal will result in unacceptable air quality	The proposed residential use in itself is not a highly polluting use. That said, an air quality contribution is to be secured within the S.106 Agreement (as standard) alongside a construction and environmental management plan to limit air quality impacts during construction and the provision of electric vehicle charging points.
Highways and Parking	
The proposed cycle storage is pointless due to the hilly surroundings	A scheme for the provision of electric cycles to residents is to be secured in the S.106 Agreement to encourage cycling - notwithstanding the topography.
On-street parking is currently available on Higher Drive and will be reduced by the proposal.	The proposal provides off-street parking spaces, with some overspill parking likely on the street. Higher Drive is unlikely to experience high parking stress and the proposed mitigation and the benefits (in terms of housing delivery and affordable housing) are likely to mitigate and/or outweigh that harm. Higher Drive has relatively low levels of car parking stress and parking restrictions are to be secured by the S.106 Agreement (yellow lining and other related measures) to discourage parking outside the site.
The additional cars will increase pollution and harm the health of children.	Electric vehicle charging points are to be secured to encourage less-polluting vehicles.
The junction between Higher Drive and Highland Road is busy	The proposal is unlikely to directly affect Highland Road
Additional on-street parking may reduce visibility at the junction with Callow Road	Parking restrictions are to be secured stretching 50m on either side of the site which will result in improved visibility.
Higher Drive suffers from highway safety issues with several recent incidents caused by speeding cars, which will be exacerbated by traffic congestion from the proposed development.	The highway safety issues at Higher Drive are pre-existing and not a result of the development, which would re-use existing on-street parking, crossovers in similar positions to existing (with good visibility splays) and would introduce parking restrictions close to the site. The development in itself does not pose highways safety concerns.
Electric vehicle charging should be proposed	20% of spaces are to have active charging points, with the remainder to be designed for future charging points (reflecting the uptake of electric vehicles).
On-street parking will make it difficult for servicing and delivery vehicles to access the site	A servicing and delivery plan is proposed to be secured by a condition.

Flood Risk	
The building will cover existing ground and increase flood risk.	By introducing a five-storey building, the building would more efficiently use the site and allow significant gardens and landscaped areas to remain. Sustainable Urban Drainage is to be secured by a planning condition.
Fire Risk	
The larger building will increase the risk of fire	The building has been designed with brick elevations and access for fire appliances. No objections were raised by the Fire Brigade. Compliance with the Building Regulations will also be required.
Non-material issues	
The developer has previously removed trees	The previous actions of the developer are not material to whether the proposed development is acceptable.
Local property values will be reduced	This is not a material planning consideration.
Infrastructure	
There are insufficient local facilities to support the proposal (including doctors and schools)	The development will make a proportionate contribution to infrastructure through a Community Infrastructure Levy payment and highways contributions.
Procedural issues	
There is no Environmental Impact Assessment.	The development is not Schedule 1 or Schedule 2 development.
Lack of consultation from Croydon Council	The application was publicised in accordance with the Council's Statement of Community Involvement and in excess of the statutory requirements. The minor alterations to the façade were also subject to full re-notification. Given the number of responses received, it is clear that interested parties have been able to make representations.

6.4 Cllr Paul Scott requested Planning Committee consideration (in his capacity as the vice-chair of the Planning Committee) on the grounds of:

- Potential to meet housing need
- Massing and design in relation to character, size and height
- Parking provision
- Affordable housing provision
- Mix of residential units (lack of family sized units)
- Proposed loss of 3 Category B trees

6.5 Cllr Simon Brew raised an objection (and requested Planning Committee consideration) on the grounds of:

- Massing and design in relation to character, size, height and materials
- Local infrastructure requirements
- Neighbour amenity
- Removal of trees
- Parking provision

6.6 Foxley Residents Association has objected on the following grounds:

- Design and character, in particular the proposed height and materials
- Density
- Traffic and highways, in particular parking stress
- Removal of trees and plants

6.7 Woodland Way (Purley) Association has objected on the following grounds:

- Design and character, in particular the proposed height and materials
- Removal of trees and plants
- Traffic and parking

6.8 Purley & Woodcote Residents Association has objected on the following grounds:

- Density and character
- Insufficient parking
- Insufficient affordable housing

Chris Philp MP has objected on the following grounds:

- Design, character and density
- Harm to the amenities of adjacent occupiers including overlooking and loss of privacy
- loss of natural vegetation and natural habitat
- Impacts on infrastructure (parking, healthcare, schools)

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 London Plan 2016, the Croydon Local Plan 2018, and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), updated in 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:

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

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

Consolidated London Plan 2016

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 2.1 London in its global, European and United Kingdom context
- Policy 2.2 London and the wider metropolitan area
- Policy 2.3 Growth areas and co-ordination corridors
- Policy 2.6 Outer London: vision and strategy
- Policy 2.7 Outer London: economy
- Policy 2.8 Outer London: transport
- Policy 2.18 Green Infrastructure
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.2 Improving health and addressing health inequalities
- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.6 Children and young people's play and informal recreation facilities
- Policy 3.7 Large residential developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 Affordable housing thresholds
- Policy 3.15 Co-ordination of housing development and investment
- Policy 4.12 Improving opportunities for all
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising emissions
- Policy 5.3 Sustainable design & construction
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 5.16 Waste net self-sufficiency
- Policy 5.17 Waste capacity

- Policy 5.18 Construction, excavation and demolition waste
- Policy 5.21 Contaminated land
- Policy 6.1 Strategic approach
- Policy 6.2 Providing public transport capacity and safeguarding land for transport
- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.4 Enhancing connectivity
- Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
- Policy 6.7 Better streets and surface transport
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.1 Lifetime neighbourhoods
- Policy 7.2 An inclusive environment
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.13 Safety, security and resilience to emergency
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 7.19 Biodiversity and access to nature
- Policy 7.21 Trees and woodlands
- Policy 8.1 Implementation
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

Croydon Local Plan 2018

- Policy SP1: The Places of Croydon
- Policy SP2: Homes
- Policy SP4: Urban Design and Local Character
- Policy SP6: Environment and Climate Change
- Policy SP7: Green Grid
- Policy SP8: Transport and Communication
- Policy DM1: Housing choice for sustainable communities
- Policy DM10: Design and character
- Policy DM13: Refuse and recycling
- Policy DM14: Public Art
- Policy DM16: Promoting Healthy Communities
- Policy DM23: Development and construction
- Policy DM24: Land contamination
- Policy DM25: Sustainable Drainage Systems and Reducing Flood Risk
- Policy DM27: Protecting and enhancing our biodiversity
- Policy DM28: Trees
- Policy DM29: Promoting sustainable travel and reducing congestion
- Policy DM30: Car and cycle parking in new development
- Policy DM42: Purley

Supplementary Planning Guidance/Documents:

- Croydon Suburban Design Guide (Croydon Council, 2019)
- Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)
- National Design Guide (2019)
- Affordable Housing & Viability (Mayor of London, 2017)
- Crossrail Funding (Mayor of London, 2016)

8 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Housing tenure, mix and density
- Townscape and visual impact
- Housing quality for future occupiers
- Impacts on neighbours
- Highways, access and parking
- Environment, flooding and sustainability
- Trees and ecology
- Other 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. The London Plan sets a minimum ten-year target for the borough of 14,348 new homes (over the period of 2015-2025). The Local Plan sets a minimum twenty-year target of 32,890 new homes (over the period of 2016 to 2036) although the actual need identified by the Croydon Strategic Housing Market Assessment is an additional 44,149 new homes by 2036; the policy target will need to be substantially exceeded to meet the actual identified need. The Local Plan's spatial strategy separates this target into three sub targets with 10,760 new homes to be delivered within the Croydon Opportunity Area, 6,970 new homes on other allocated sites, and 10,060 homes delivered across the borough on windfall sites.
- 8.3 Windfall schemes which provide intensification of existing residential areas therefore play a crucial role in meeting the need for new homes. The proposed development would create a significant net increase in new homes and would make a contribution to the borough achieving its housing targets.
- 8.4 Policy SP2.2 of the Croydon Local Plan promotes increased housing choice and in particular, requires that land is used efficiently. To achieve efficient use of land Policy DM10.1 seeks to achieve a minimum height of 3 storeys for all new buildings and the

Suburban Design Guide promotes 4 storey buildings on streets of predominantly 2-storey detached houses.

- 8.5 The proposed development is a 3-5 storey residential development, which would provide 40 new homes. The site is in a residential location and is suitable for additional windfall housing. The principle of residential intensification is acceptable, subject to the land being efficiently used and policy compliance in other respects.

Housing Tenure, Mix and Density

- 8.6 Policy SP2.4 requires the delivery of affordable homes, with a target of 50% on major housing developments.
- 8.7 A viability appraisal was originally submitted with the application and assessed independently by Adams Integra who confirmed that the applicant's initial affordable housing offer of 20% of homes as 1-bedroom shared ownership would be the maximum viable amount of affordable housing.
- 8.8 Since the viability appraisal was carried out, the applicant has engaged with Moat Housing Association and has undertaken to increase the amount of affordable housing to 50% of homes as London Affordable Rent. 20 of the proposed 40 homes (50%) would be affordable in line with the policy target.
- 8.9 Within that 50% policy target, the Local Plan's aspiration is for at least 60% of affordable homes to be affordable rented accommodation (a low cost rented product supported by the Mayor of London based on social rent levels) with the remainder being intermediate homes. In this case, all of the affordable homes would be secured as London Affordable Rent which exceeds the minimum requirement, is supported by Moat (the Registered Provider) and will result in the delivery of a significant number of homes which are genuinely affordable to people on low incomes.
- 8.10 50% of homes would therefore be secured as London Affordable Rented homes in the S.106 Agreement, which represents a weighty consideration in the balance of other planning considerations.
- 8.11 Given that the surrounding homes on Higher Drive are generally open market housing, the introduction of a significant number of genuinely affordable homes in this location would result in a good mix of tenures locally and is a benefit in excess of the minimum policy requirement. Substantial weight is therefore placed by officers on the benefits arising from the proposal's delivery of London Affordable Rent homes.
- 8.12 Policy SP2.7 supports the provision of a mix of new homes, including new family sized dwellings and Policy DM1.2 supports this aim by preventing the loss of small family homes (homes below 130 sq m of existing accommodation or homes which originally had three bedrooms) The proposed development would result in the demolition of 3 family sized homes and replacement with 4x3 bedroom homes which means that there would be no net loss of family sized homes.
- 8.13 Table 4.1 of the Croydon Local Plan sets out the expected minimum percentage of three bedroom or larger homes which should be provided (in this case 70%). For the first three years of the Local Plan, Policy DM1.1 allows an element of 3 bedroom homes to be substituted by 2 bedroom (4 person) homes if it has been demonstrated that the required quantum of 3 bedroom homes would not be viable.

- 8.14 10% of homes (4 homes) would have 3 bedrooms and 60% (24 homes) would be family sized homes provided as either 3-bedroom flats or 2-bedroom 4-person flats. Although the proposed unit mix would fall slightly short of the 70% target, the mix has been agreed with Moat and would therefore broadly comply with Policy DM1.1 (which allows an alternative tenure mix if agreed with the Registered Provider).
- 8.15 Policy SP2.2 of the Croydon Local Plan promotes increased housing choice and requires that land is used efficiently. Policy 3.4 of the London Plan states that development should optimise housing output and in Table 3.2 provides an indicative density matrix (along with supporting text stating that it is not appropriate to apply Table 3.2 mechanistically).
- 8.16 40 homes would be provided (with 115 habitable rooms) which would result in a density (across the site's area of a 0.28ha) of 143u/ha or 410hr/ha. Given the site's PTAL of 1a/1b and its suburban setting, the density matrix suggests an indicative density of 75 u/ha or 150-200 hr/ha. The proposal would provide approximately double the density set out in the matrix and would clearly optimise housing output and make efficient use of land in line with the Croydon Local Plan and the London Plan.
- 8.17 Rather than applying the density matrix mechanistically, paragraphs 1.3.50-52 of the Housing SPG explain that for schemes which exceed the ranges in the density matrix it is important that qualitative concerns are suitably addressed. In particular, those schemes must achieve high quality design in terms of liveability, residential quality, housing standards, residential mix and dwelling types, refuse and recycling and cycle parking. Where these considerations are satisfactorily addressed, the London Plan provides sufficient flexibility for such higher density schemes to be supported.
- 8.18 Overall, the proposed development would accord with the Local Plan's strategy to accommodate new homes in residential areas and it would provide a significant increase in much needed affordable homes. The development is therefore (on balance) acceptable in principle subject to policy considerations covering other elements, with officers placing substantial weight on the benefits associated with the proposed affordable homes.

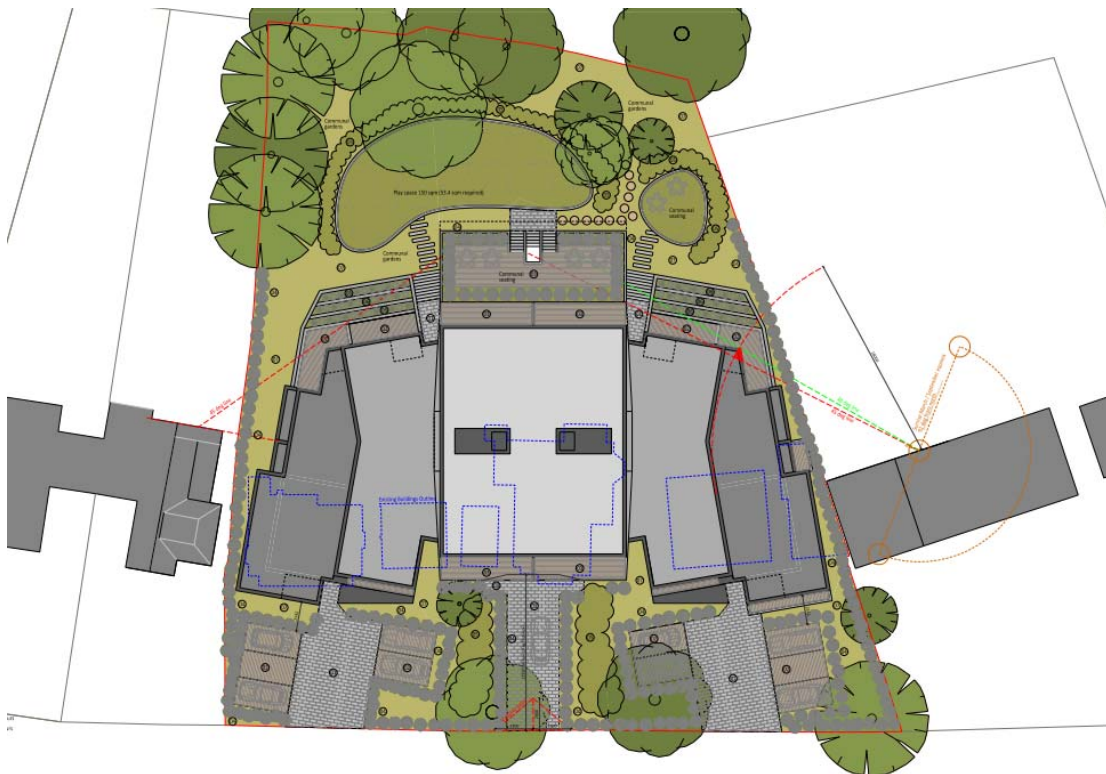
Townscape and Visual Impact

- 8.19 London Plan Policy 3.4 seeks to optimise housing output, taking into account local character and Policies 7.4 and 7.6 require high quality architecture which contributes to the local architectural character. Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently and seek to achieve a minimum height of 3 storeys for all new buildings. New development is required to respect the development pattern, layout and siting; scale, height, massing and density; and the appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located.

The Suburban Design Guide is intended to apply to developments of 25 or fewer homes, but is relevant to all suburban development. It sets out how new developments which introduce higher densities on suburban sites can draw on their local context to ensure the local character evolves in a co-ordinated and sensitive way.

Layout

- 8.20 Higher Drive is laid out predominantly as detached houses, with some small blocks of flats either recently built or consented. The buildings on and around the site are mostly two storey detached houses under pitched roofs.
- 8.21 The proposed development would provide a single building across the site's frontage. The building would be deeper than the surrounding houses and would follow the 45 degree horizontal guidelines set out in the SDG to efficiently use the site without unacceptably harming the amenities of the surrounding buildings. The SDG is intended to be used for smaller developments (up to 25 homes) and the adherence to the 45 degree guidance alongside the size of the proposed building would result in a very deep building which would have a very different appearance to the surrounding buildings.



Proposed Site Plan

- 8.22 The building would be laid out with stepped elevations, treated so as to have the appearance of three blocks when viewed from the street – with two cores; one accessed from each of the outer blocks and with a vehicle entrance in the central block. The entrances would be positioned centrally as part of the elevations, with good legibility from the street. Therefore, whilst the building would be larger than its neighbours, its layout would have some resonance with the existing development pattern found within the street.
- 8.23 The building would be set back from the street behind landscaping and parking spaces; the layout of the front driveways and landscaping would reflect the surrounding site layouts. There would be 10 parking spaces located to the front of the site (in small clusters of up to 3 adjoining spaces, broadly reflecting the sizes of the surrounding driveways) and 14 provided inside the building. There would be substantial areas of

soft landscaping to the front of the building, including new and retained trees, which would reflect the verdant nature of the front gardens found in the street.

8.24 There would be a communal garden to the rear with play-space and trees, which would be overlooked by the new homes.

8.25 Overall, the proposed building's footprint would be much larger than those found within the area, but the overall site layout would benefit from substantial landscaping and the appearance of three joined blocks would echo the way in which buildings are currently laid out along the street.

Height, Scale and Massing



Proposed Front Elevation



Proposed Front Elevation (Left Hand Side)

8.26 Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently and seek to achieve a minimum height of 3 storeys for all new buildings. New development should respect the development pattern, layout and siting; scale, height, massing and density; the appearance, existing materials and built and natural features of the surrounding area; and the Place of Croydon in which it is located. It is important that developments draw on their local context to evolve the local character in a way which efficiently uses land. Section 2.10 (Heights) of the SDG explains how additional storeys can be introduced to existing residential streets and generally advocates new buildings being a storey higher than the surrounding buildings.

- 8.27 As noted above, the proposed building would be arranged to appear as three blocks. The massing when viewed from the street would clearly reference the plot widths within the street, with each of the three “block elements” having varied materials and detailing drawn from a simple brick palette.
- 8.28 The outer blocks would be three full storeys high, each with an additional set back storey of accommodation. That massing would efficiently use the land whilst also respecting the scale of the adjacent buildings (2 storeys plus roofs). They would each be effectively a storey higher than their neighbours.
- 8.29 The central block would be larger at four storeys with an additional set back storey of accommodation, resulting in five storeys overall. Although this element would be significantly taller than the other buildings within Higher Drive, it would only be one storey taller than the outer blocks. The ground floor would feature a central car park entrance, flanked by bin stores, with the effect that the central focus of that block would be the car park entrance. The use of dark brickwork to integrate the car park entrance into the building’s fabric, landscaping and well-designed pedestrian entrances in the outer block would assist in mitigating the visual impact of the car park entrance. The top storey would use a darker brick and would be set back to appear recessive.

Detailed Design and Materials

- 8.30 The three “blocks” would utilise unified brickwork, central entrances and recessed balconies to reflect the modelling of the surrounding buildings, providing legible and clearly defined entrances and high-quality design.
- 8.31 The central car park entrance would mean that the majority of parked vehicles would be screened from view – contained within the building. The lower floor of the central “block” has been refined with dark brick elevations to integrate the parking entrance into the building’s materiality and there would be substantial areas of soft landscaping to the front of the central block which should avoid the car parking entrance appear overly dominant. Furthermore, the entrances to the outer “blocks” have been designed to be legible from the street and centralised within their respective “block element” and would act as focal points to draw attention away from the car park entrance.



Bay studies showing varied brickwork colours and textures

- 8.32 The three blocks would all use slightly different materials and detailing, to enhance the impression of the three constituent parts. Details have been provided as part of the planning application to indicate how high quality materials could be used and a planning condition is recommended requiring the approval of brick sample panels (to be maintained on site to ensure compliance). At the upper floors, the elevations would be simple with inset balconies, textured brickwork and a horizontal emphasis. The balconies would be recessed with well detailed parapets, textured brick and well-proportioned windows and doors.
- 8.33 Whilst the horizontal emphasis of the upper floors on the central block would not entirely reflect the smaller scale features on the surrounding buildings, the use of inset balconies and textured brick should introduce some depth to the frontage and subject to the recommended planning conditions the materials and design detailing should be of a high quality.
- 8.34 At the rear of the building, the façade would be relatively complex, although the various windows and balconies would relate well to each-other resulting in a relatively tidy appearance. The materials and the proportions of the design features utilised to the rear would follow those on the front elevation and given that the rear elevation would only be visible from private views, it would not be harmful to the street scene.
- 8.35 The side elevations would be highly visible from the street given their height and depth. The use of contrasting materials for the top storeys and the simple side elevation fenestration, would help deliver a more cohesive appearance.

Design Summary

- 8.36 Overall, officers acknowledge that the building would be large for its setting and will represent change to the site's existing setting. Although the massing would push the boundaries of acceptability in view of the immediate site context, it would optimise the use of land and would realise the delivery of 40 new homes (60% of which would be family sized homes) which clearly could not be provided in a smaller building or a group of smaller detached buildings. The proposal would have a relationship with its setting, with the massing broken into blocks reflecting the existing and surrounding site layouts; the front garden, parking areas and planting designed to reflect the existing front garden layouts and materials which pick up on the colours and textures on Higher Drive. The proposed building can therefore be considered an acceptable design which optimises the efficient use of land.

Housing Quality for Future Occupiers

- 8.37 All the proposed units would comply with internal dimensions required by the Nationally Described Space Standards and would provide sensible layouts with well-proportioned rooms, storage space and access to private outdoor spaces (gardens, terraces and/or balconies) directly from their living rooms. As described above, the building would have attractive and well laid out entrances within the outer "blocks" and although the internal corridors would be relatively long, there would be fewer than 8 units per core on each floor in line with the London Housing SPG. There would be no single aspect north facing units and all units would have windows on at least two elevations (although some of those would face inset balconies).
- 8.38 The proposed homes have been designed to avoid excessively long rooms and those with longer kitchen/dining/living rooms would have secondary (obscured glazed) side

elevations to achieve good levels of daylight. A daylight analysis has been submitted which has demonstrated that the proposed homes would comply with the BRE guidelines for daylighting in new homes.

- 8.39 The quality of accommodation would therefore be acceptable and proposed homes would provide their future residents with adequate living conditions.
- 8.40 As regards external amenity space, the London Housing SPG states that a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m for each additional unit. Each flat would benefit from private amenity space which would comply with (or in some cases exceed) these minimum private open space requirements.
- 8.41 In addition to private amenity spaces, there would be communal gardens and play-space to the rear. There would be corridors through the building at lower ground (entrance) level giving direct access for residents to the garden and it would be well overlooked by residents providing a safe and attractive space.
- 8.42 There would be a large amount of good quality communal open space across the site, offering a variety of spaces for residents (including play-space). Based on 50% of homes being London Affordable Rent, the amount of play-space required by Croydon Local Plan (and the London Mayors Play and Informal Recreation SPG) would be 176.7sqm which would be included in the communal garden.
- 8.43 The proposed building would incorporate a lift which is welcomed by officers. In order to comply with the London Plan requirement that 10% of units would be wheelchair accessible or adaptable and as all other flats would have level access (some via the lift) a condition is recommended requiring four ground floor flats to internally comply with Building Regulations Part M4(3) (wheelchair user) and all other units to be M4(2) compliant (accessible and adaptable). Due to the slope of the land, the rear garden would not be wheelchair accessible. In mitigation, the 4 wheelchair user dwellings would all exceed the minimum accommodation standards. Compared to the minimum standards, 2 of these units (Units 3 and 6) would have 10 sq m additional internal space and 7 sq m additional external space; the other 2 (Units 1 and 8) would have 16 sq m additional internal space and 2 sq m additional external space. Given the site's challenged topography, it would not be possible to provide a development with level access throughout the communal spaces so on balance, the accessible design is considered acceptable. Each wheelchair user dwelling would also be allocated a blue badge parking space.
- 8.44 The development would provide acceptable accommodation including family sized housing all with adequate layouts, space and amenities for future occupiers.

Impacts on Neighbours

- 8.45 The site is surrounded by residential properties to the north, east and south. To the west of the site is Higher Drive itself and on the opposite side of the road are the rear gardens of the houses fronting onto on Callow Field (which are set lower down the hill).

Daylight and Sunlight

- 8.46 The building's footprint and layout has been designed in line with the 45 degree guidance set out in the SDG. Although that guidance is primarily intended for smaller developments (up to 25 homes) it is still relevant.

- 8.47 The development would fall outside the 45-degree line horizontally and vertically from the nearest front and rear elevation windows at 57 Higher Drive. The development would slightly clip the 45-degree horizontal line from the nearest rear elevation window at 65 Higher Drive, albeit at a distance of 17.3m to the north of that window.
- 8.48 Notwithstanding the adherence to the 45-degree guidelines, a daylight and sunlight assessment was undertaken in accordance with the BRE guidelines which demonstrates that all affected habitable room windows at 57 and 65 Higher Drive would fully comply with the BRE guidelines.

Privacy and Outlook

- 8.49 The windows contained within the front elevation would overlook Higher Drive and would be more than 30 metres from the closest windows of homes on Callow Field to the west. The windows contained within the rear elevation would face rearwards (east) and would be more than 50m from the nearest windows to the rear at Woodland Way. The windows on the side elevations would not look directly into any side elevation windows at the adjacent houses at 57 and 65 Higher Drive. Overall the proposal would not result in unacceptable overlooking to residential windows.
- 8.50 In addition to residential windows, Croydon Local Plan Policy DM10.6 requires proposals to avoid direct overlooking of private outdoor spaces (within 10m perpendicular to the rear elevation of a dwelling). The distance from the front elevation windows to the relevant garden spaces at Callow Field would be well over 18m and would therefore avoid "direct overlooking." Similarly, the windows on the side and rear elevations of the proposed buildings would overlook the rearmost portions of the gardens at 57 Higher Drive, 65 Higher Drive and the houses to the rear on Woodland Way but would not directly overlook the first 10m of the nearest gardens due to their orientation and distances (over 18m). The proposal would therefore avoid unacceptable overlooking impacts and would maintain acceptable privacy for the neighbouring houses on all sides.

Noise and Disturbance

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

Highways, Access and Parking

- 8.52 The site has a PTAL of 1a/1b which reflects its very limited public transport accessibility. It is approximately 15 minutes' walk (1.1km) to Purley District Centre and Purley Rail Station with services to several employment centres, airports and Central London. It is approximately 13 minutes' (0.9km) walk of Reedham station and neighbourhood centre. Whilst there are buses on Old Lodge Lane and Beaumont Road, both within 8 minutes' walk (0.7km), there is no bus service along Higher Drive or within the 400 metres of the site which is the maximum distance guidance that TfL recommends for planning bus services in residential areas.
- 8.53 Closer to the site, there are also scattered amenities (such as St Barnabus Church and several local schools).
- 8.54 Higher Drive is a steep road and although the site is relatively close to local facilities, the routes from both Purley and Reedham are uphill which makes journeys on foot

(including with a pram), by wheelchair or cycle less attractive. Nonetheless, Higher Drive is a residential street where people currently choose to live and there is access to local facilities on foot which means that for some residents, it would be feasible to live at the site without being wholly dependent on private car use (for example regular commuting or walking to the local schools).

- 8.55 That said, there will be residents living at the site who will rely on private car use and it is important that measures are taken to manage use of the private car and to ensure that those cars do not result in unacceptable impacts when parked.
- 8.56 The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALS 0-1), boroughs should consider higher levels of provision. The SDG suggests that in PTALs of 0-1, the Council will seek to accommodate all parking on site.
- 8.57 For market housing, a 1:1 ratio would be in line with the London Plan and the Croydon Local Plan – in reducing the reliance on the private car and to meet more general sustainability targets. For affordable housing, the Croydon Local Plan accepts two-thirds car parking provision. For the proposed scheme, with up to 20 market homes (requiring 20 spaces) and 20 affordable homes (requiring 13 spaces) approximately 33 spaces should be provided.
- 8.58 The proposed development includes 24 parking spaces (which is also the number of “family sized” units). 10 of those would be in the forecourt (in clusters of 2-3 spaces) and 14 would be within the under-croft parking area – leading to a potential shortfall of 9 off street car parking spaces.
- 8.59 In order to demonstrate the impact of the development on on-street parking stress, a transport assessment and parking stress survey was submitted in line with the established Lambeth Methodology. There are no houses opposite the site (as the houses to the west front onto Callow Field rather than onto Higher Drive) meaning there is space for cars to park directly outside the site (on one side of the road). The existing overnight parking stress is 13%, with 108 on-street spaces available within a 200m walking distance, which would easily accommodate the shortfall of approximately 9 spaces. Consequently, whilst there would be a shortfall of on-site car parking provision, the development would not result in unacceptably high parking stress.
- 8.60 The site is near to St Barnabus Church, which attracts visitors for events (including Sunday church services) causing spikes in parking stress. The effect of the development on parking stress during these events would be temporary and would not justify a refusal of planning permission.
- 8.61 Increased parking stress is not the only effect of on-street parking. Parked cars on both sides of the street can make it more difficult for emergency services, delivery vehicles and cyclists. On street car parking can also make it more difficult to accommodate future infrastructure improvements (for example a potential bus service on Higher Drive). To ensure that road safety and traffic flow is not negatively impacted upon - by parking overspill from the development, additional parking restrictions should be introduced on Higher Drive in the vicinity of the site (secured through the s.106 Agreement).

- 8.62 In order to discourage car parking and car use and to reduce the parking stress, it is recommended that the following measures are secured through the S.106 Agreement process:
- A financial contribution of £5,000 towards the implementation of parking restrictions on Higher Drive - 50 metres either side of the site and the implementation of a Traffic Management Order.
 - A financial contribution of £5,000 towards a network of car clubs in the Purley area.
 - A cycle voucher scheme to encourage the purchase and use of electric cycles (given the undulating nature of the surroundings) amounting to the availability of a £500 e-bike voucher for each home (which will cover the full cost of a basic electric bike).
 - A £12,000 contribution towards a feasibility study to further develop proposals with TfL to introduce a bus route along Higher Drive including a bus stop within 400 metres of the site.
- 8.63 The above measures are considered sufficient to help discourage car use, encourage use of more sustainable transport modes and mitigate against the shortfall of on-site car parking. However, given the shortfall of parking spaces, a parking management plan should be secured by way of a planning condition.
- 8.64 The proposed access to the site would utilise three crossovers (replacing the existing three crossovers) with visibility splays to be secured by a planning condition (in addition to the parking restriction which will avoid parked cars obscuring the visibility splays). The access points onto the site would be acceptable.
- 8.65 The applicant would be required to enter into S.278 agreement with Highways Development Team to install new vehicle crossovers and resurface any damaged footway along the front boundary of the site, which would also be managed through the use of a planning condition.
- 8.66 Four disabled parking spaces are proposed in suitable locations near to the lift (10% of spaces, in line with policy requirements).
- 8.67 A condition is recommended requiring all spaces to enable future provision of electric charging points and 16 of the parking bays (20%) to have an active electric vehicle charging point.
- 8.68 This section of Higher Drive has a known history of road collisions and issues with speeding vehicles. The proposed development has no bearing on existing traffic conditions – and traffic speeds are best managed through other means – and the existing highway condition does not mean that people should no longer live on Higher Drive. Subject to the measures identified above, no significant highway safety concerns are raised.
- 8.69 Seventy-six secure, accessible and sheltered cycle storage spaces would be able to be accommodated within the proposed cycle store within the lower ground floor car park area, in line with the London Plan standards (which require 71 spaces).
- 8.70 Refuse and recycling storage is proposed within the lower ground floor, within 30 metres of the residential entrances and within 20 metres of the highway for accessible collection. The proposed bin store is capable of accommodating the required minimum

capacity for the proposed development (5,120 litres dry recycling, 5,550 litres landfill, and 384 litres food recycling). Details of the store, including the materials and appearance will be secured by a condition including storage for bulky goods.

- 8.71 The site layout would be capable of accommodating all construction vehicles on site for the duration of the construction process. A Construction Logistics Plan Scoping Note was submitted with the application, which was reviewed by the Council's Highways Engineer and a full CLP will be required by planning condition before commencement of work.
- 8.72 Deliveries and servicing would take place from the street, reflecting the existing arrangements.
- 8.73 All residential units would be within 40m of the street and therefore accessible by a fire appliance parked on the street (and in practice a fire appliance may park on the site bringing the distance down by a further 10m).

Environment, Flooding and Sustainability

- 8.74 The site is located within Flood Risk Zone 1 and is at very low risk of surface water flooding.
- 8.75 The applicant has submitted a Flood Risk Assessment which confirms that a Sustainable Urban Drainage System (SUDS) would utilise infiltration drainage; this is to be secured by a pre-commencement planning condition. A condition will also be attached to ensure that the proposal is designed to achieve mains water consumption of 110 litres or less per head per day.
- 8.76 Croydon Local Plan Policy SP6.2 requires new development to minimise carbon dioxide emissions, including that new dwellings (in major development proposals) must be zero carbon. As a minimum a 35% reduction in regulated carbon emissions over Part L 2013 is required, with the remaining CO₂ emissions to be offset through a financial contribution. Policy SP6.3 requires a high standard of sustainable design and construction.
- 8.77 The scheme is expected to achieve at least a 35% reduction in regulated carbon emissions. The building fabric would use good levels of insulation, low air permeability, heat recovery ventilation and efficient boilers to achieve low energy use. A further 15% of carbon emissions will be achieved through the use of PV panels. As those panels are not shown on the proposed plans (but there would be a roof parapet which would provide some screening) details are required by a condition to ensure they would achieve the required emission savings without visual harm.
- 8.78 The remaining regulated CO₂ emissions shortfall would be covered by a carbon offset payment of which would be secured through the S.106 Agreement (approximately £47,016, with the amount recalculated following construction).
- 8.79 The Council's environmental health officer has reviewed the application and offered no objection subject to a Construction Logistics Plan in line with best practice; a contaminated land assessment, a delivery and servicing plan, noise limits, low emissions boilers (all of which are to be secured by planning conditions) and a financial contribution of £4,000 to mitigate air quality impacts (to be secured in the S.106 Agreement).

Trees and Ecology

- 8.80 The site comprises existing houses and residential gardens and although there is a significant proportion of green space, no particular biodiversity benefits, protected species or habitats have been identified.
- 8.81 The site is subject to a Tree Protection Order which protects trees T1 (a Beech tree) and T3 (an Oak tree). These protected trees would be retained. The removal of 4 trees is proposed (3 Category B: T18, T19 which are Cypress trees and T22 which is a Yew tree; and 1 Category C: T2 which is a Yew tree). The Council's tree officer has accepted the loss of those trees, subject to replacement planting. Tree protection measures are also to be secured by a planning condition that will avoid negative impacts on retained trees due to construction activity.
- 8.82 An ecology survey was submitted and reviewed by the Council's advisor who raised no concerns, subject to the recommended conditions. That said, the grant of planning permission does not override other legislation protecting specific habitats or species and an informative is recommended to advise the applicant to see the standing advice by Natural England in the event that protected species are found on site.
- 8.83 A landscaping plan is also recommended to ensure appropriate biodiversity benefits and to integrate the scheme into its verdant setting, including a suitable proportion of mature planting to the front to soften the visual impact of the development and to provide some screening to the parking areas and bin store entrances.

Other Matters

- 8.84 The development will be liable for a Community Infrastructure Levy (CIL) payment. CIL payments are pooled from developments and contribute to delivering infrastructure to support the development of the area, such as local schools.
- 8.85 The proposal was considered by the Metropolitan Police Service's Designing out Crime Officer who raised no objections. In order to ensure a safe, inclusive and accessible development where crime and disorder and the fear of crime do not undermine the quality of life, Secured by Design accreditation is recommended to be secured by a planning condition.
- 8.86 Croydon Local Plan Policy DM14 requires the inclusion of public art, which is to be secured by a planning condition.
- 8.87 The site is in residential use and the land is unlikely to be contaminated. A desktop study was submitted with the application. A stage 1 contamination report including an asbestos survey and intrusive investigation is recommended by a condition, along with remedial works in the event that contamination is found to be present during the construction phase, to ensure a safe environment for future residents.
- 8.88 The site is in an Air Quality Management Area (AQMA), although it is not on a main road or near particularly polluting uses. A contribution of £4,000 towards air quality improvements to mitigate against non-road transport emissions will be secured via the S.106 Agreement.
- 8.89 A health impact assessment screening was submitted which identified that the proposal would improve housing quality, with suitable access to health, social and retail facilities, open space and would be environmentally sustainable.

- 8.90 To avoid excessive light pollution, a condition is recommended requiring details of external lighting, including details of how it would minimise light pollution.
- 8.91 In order to ensure that the benefits of the proposed development (including those required to mitigate the harm caused) reach local residents who may be impacted indirectly or directly by the proposal's impacts, a skills, training and employment strategy (and construction phase) and a contribution towards training are to be secured by S.106 obligations.

Conclusions

- 8.92 The site is in a sustainable location for new housing development and the scale, size and amount of development would result in efficient use of land and the delivery of much needed affordable housing. The new dwellings would provide a good quality and appropriate mix of family sized housing types, supported by communal gardens, cycle storage and bin storage. Although there would be a shortfall in car parking, the site is within walking distance of commuter links and mitigation is proposed through the S.106 Agreement to discourage car use in favour of more sustainable modes of transport. 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.
- 8.93 The proposal would broadly comply with the aims of the Croydon Local Plan 2018 and would result in benefits arising from the provision of at least 20 London Affordable Rent homes. Although officers acknowledge that the quantum of development would result in a larger building than would normally be supported and a shortfall of car parking, these concerns are proposed to be mitigated through the recommended conditions and S.106 Agreement and any harm caused would be outweighed by the benefits of the proposed housing, including the delivery of a significant level of affordable housing. Officers therefore consider (on balance) that the scheme would accord with the aims of the development plan (taken as a whole) and would be acceptable.
- 8.94 All other relevant policies and considerations, including equalities and the public consultation responses, have been taken into account.
- 8.95 It is recommended that planning permission is granted in line with the officer recommendation for the reasons summarised in this report.

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PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/01838/FUL
 Location: 444 Selsdon Road, South Croydon, CR2 0DF
 Ward: South Croydon
 Description: Demolition of existing dwelling and erection of 9 residential apartments with associated parking and landscaping.
 Drawing Nos: 3320-02 Rev E, 3320-03 Rev B, 3320-04 Rev B, 3320-05 Rev C, 3320-06 Rev C, 3320-07, 3320-08 Rev A, 3320-09 Rev A, 3320-10, 3320-11.
 Applicant: Mr George Phaeton, Infinity Homes and Developments Ltd
 Agent: Mr Ed Sham, Tomei and Mackley Partnership
 Case Officer: Samantha Dixon

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing			1		1
Proposed flats		5 (5 x 4 person)	4 (4 x 5 person)	0	

All units are proposed for private sale

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

1.1 This application is being reported to committee because the Ward Councillor (Councillor Maria Gatland) has made a representation in accordance with the Committee Consideration Criteria and requested Planning Committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to GRANT planning permission prior to the completion of a legal agreement to secure the following:

a) Replacement street tree planting and maintenance

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

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

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions

3. Construction Logistics Plan to be submitted
4. Hedge along northern boundary to be retained, protected and enhanced. Details to be provided.
5. Details of site specific SuDS to be submitted
6. Flood resistance and resilience measures to be submitted
7. Construction Environmental Management Plan (biodiversity) to be submitted
8. Biodiversity enhancement layout to be submitted
9. Details of materials to be submitted
10. Hard and soft landscaping including boundary treatment, retaining walls and maintenance to be submitted
11. Wildlife sensitive lighting design scheme to be submitted
12. Details of electric vehicle charging point to be submitted
13. Details of visibility splays to be submitted
14. Details of children's play-space to be provided
15. 19% Carbon reduction
16. Accessible units to be provided
17. Car and cycle parking provided as specified
18. Reinstatement of raised kerb and verge where necessary
19. Compliance with ecological mitigation measures contained in assessment
20. 110 Litre Water usage
21. 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) Highways works
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

2.5 That if by 19th March 2020 the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing house
- Erection of a three storey building with accommodation in roof to create 9 residential units including 4 x 3 bed flats and 5 x 2 bed flats.
- Provision of communal external amenity space and children's play space
- Provision of 9 off-street parking spaces
- Provision of associated refuse and cycle stores

3.2 During the course of the application amended plans have been received to reduce the number of windows facing 442 Selsdon Road (including the relocation of a window into

the southern elevation); increase in the scale of some of the windows facing the highway; provision of more roof lights to increase light in the unit to be accommodated within the roof space. An amended Flood Risk Assessment has been provided alongside a Preliminary Ecological Assessment.

Site and Surroundings

- 3.3 The site is located on a corner plot at the junction of Selsdon Road and West Hill. Land levels fall from north to south. The site comprises a two storey detached dwelling set at an angle - facing onto the junction of the two roads. The building is set well down below the Selsdon Road street level. The site is located within a predominantly residential area with an array of dwelling types. Whilst there are no specific policies relating directly to this site, it is an area at low risk of surface water flooding and potential for groundwater flooding. The site has a PTAL of 1b indicating poor access to public transport.
- 3.4 Greenery and soft landscaping is a notable feature of the area. Croham Hurst Woods are located to the north-east of the site, which is a Site of Special Scientific Interest, a Site of Nature Conservation Importance, a Locally Listed History Park and Garden and designated as Metropolitan Open Land. There are wide green verges and mature street trees on Selsdon Road.



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

Planning History

- 3.5 93/00696/P Retention of postal pouch. Granted planning permission on 28th April 1993.

3.6 18/06218/PRE Demolition of existing dwelling, erection of 7x2 bedroom and 2x3 bedroom apartments with associated landscaping and car parking. The applicant was advised that the residential development of the site was acceptable in principle. Concerns were raised to the quality of the design, the impact on the street and adjacent dwelling (442 Selsdon Road), the quality of private amenity space for future residents and location of the access in relation to the existing street tree.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates a good number of family sized units
- The building has been designed to respect the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- The existing street tree would be replaced with 4 trees secured via S106 agreement.
- 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.

Natural England

5.2 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 8 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification and publicity of the application are as follows:

No of individual responses: Objecting: 171 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:

Objection	Officer comment
<i>Design and appearance</i>	
Overdevelopment of the site	Addressed in Section 8.16 of this report.

Out of keeping and scale with existing development in the area. Dominates the plot. Does not reflect local character.	Addressed in Section 8.7 – 8.17 of this report.
Roof form dominates, is out of character and poor design. Dominates the skyline. Sits above the ridge height of surrounding properties	Addressed in Section 8.13 of this report.
Balconies and pitched roofs sit forward of the established building line	Addressed in Section 8.11 – 8.12 of this report.
Flats out of keeping in the area. Overdevelopment of flats in the area	Planning policies and the Suburban Design Guide advocate infill development for new residential units in the suburbs. There is no objection to the principle of flatted development in this area.
West Hill designated as a Local Heritage Area, the proposal makes a mockery of this.	The site is not located within any designated area.
Loss of view from local panorama/ancient woodland. Policy SP4.	The site sits outside of the area designed as a Croydon Panorama. The proposal is for low rise residential development set against the backdrop of other residential dwellings.
<i>Impact on amenities of neighbouring properties</i>	
Overbearing impact on and loss of light and privacy to neighbouring properties	Addressed in Sections 8.22 - 8.32 of this report.
Extra pollution, light and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
Construction noise, vibration (from excavation), dust and traffic will be harmful to local residents	A condition will be imposed requiring a Construction Logistics Plan to ensure construction noise and dust is not harmful to local residents.
<i>Trees/Ecology</i>	
Loss of mature trees. Significant visible loss of greenery	Addressed in Sections 8.39 and 8.40 of this report.
Tree Protection Plan doesn't refer to the trees to the south	The trees within the gardens to the south of the site are on third party land and should not be affected by the proposal. This is a private matter between the landowner/developer.

Proposed hedges are only 50cm wide which is inadequate	Full details of landscaping will be required by condition.
Loss of wildlife habitat on site	Addressed in Sections 8.41 to 8.43 of this report.
Impact local wildlife in Croham Hurst woods - SSSI	Natural England have no objection to the impact on the scheme on any designed sites.
Full protected species survey is required given the location of the adjacent SSSI	A full protected species survey has been submitted and assessed by the Council's Ecological Consultant. Addressed in Sections 8.41 to 8.43 of this report.
The Great Crested Newt survey is not adequate as does not follow Natural England Guidance.	The Council's Ecological Consultant has fully assessed the submitted information and has not raised any objection.
Natural England were not consulted on the application.	Natural England have been consulted on the application and have raised no objection.
<i>Transport and Parking</i>	
Inadequate parking provision will cause overspill parking on already congested West Hill	Addressed in Sections 8.33 – 8.35 of this report.
Over provision of parking so close to a bus stop	Addressed in Sections 8.33 – 8.35 of this report.
Inadequate turning space on site for vehicles	The vehicle hardstanding is of appropriate dimensions to enable vehicles to manoeuvre and access/egress the site in forward gear.
Adverse impact on highway safety and congestion. Exacerbate existing traffic problems at a very busy and dangerous junction	Addressed in Section 8.36 of this report.
Pollution and danger to children walking to school. Hazard to cyclists and pedestrians	The extra number of vehicular movements from the development would not cause a significant amount of pollution or a highway danger in this existing residential area. The proposed access is set well away from the junction and West Hill has good visibility.
Inadequate waste and recycling facilities	Addressed in Section 8.38 of this report.

Ruin access to the Hurst where there is limited parking	The proposal would provide adequate on-site parking so that there would not be harmful overspill onto the street. Street parking would still be available for those using a car to access Croham Hurst woods.
<i>Amenities of Future Occupiers</i>	
Inadequate space for flats. Internal layouts make the flats unusable for families.	Addressed in Sections 8.18 of this report.
Balconies on north side will not receive any sunlight and will not be usable	Whilst it is acknowledged that the amenity space to the north side would be limited in terms of sunlight, a communal garden area is also proposed and overall the scheme provides good quality amenities for future occupiers.
Inadequate amenity space for 9 flats	Addressed in Sections 8.18 – 8.22 of this report.
No affordable housing provision	This is a minor development and there is no policy requirement for affordable housing.
Need for more family homes not flats.	The proposal would provide 4 x three bedroom units and 5 x 2 bedroom 4 person units which is an increase in family units over the existing situation.
Other Matters	
Extent of hard surfacing will create extra flood risk. The FRA refers to the site as brownfield which it is not.	Policy DM25 requires all development to incorporate sustainable drainage techniques. A condition will be imposed requiring site specific SuDS to be provided.
Loss of family home under 130sqm. Does not accord with Policy DM1.2 of the Local Plan	Addressed in Section 8.5 of this report
Set precedence for other such developments in the area	There is no objection to the principle of infill residential development in this area. The proposal would re-provide family housing in a residential area in accordance with Local Plan policy.

Restrictive covenants on the land prevent development across the building line or erection of more than 1 single detached dwelling	This is a private matter for the developer and is not a material planning consideration.
Extra strain on local services e.g. GPs and schools. Public transport is already over stretched.	The application is CIL liable. Addressed in Section 8.46 of this report.
Devalue existing house prices	This is not a material planning consideration.
This is a tight knit community with pride for where we live – the area is family friendly and crime free. The development will drive the existing community out.	Residential development is proposed in a residential area. There is no reason to conclude that a flatted scheme will increase crime.
Most flats will probably be rented therefore will change the care people take in where they live	Residential development is proposed in a residential area. There is no reason to believe that the flats will be rented or that people who rent flats will not look after the environment in which they live.
Application at 56 West Hill was refused	An outline application for 8 flats was withdrawn in 2016 (reference 16/01857/P). The Croydon Local Plan 2018 and Suburban Design Guide has been adopted since that application was submitted.
Lack of public consultation from the Council regarding this application	Neighbours were notified of the application in accordance with the required national guidelines.

6.4 The following Councillor has made representations:

Cllr Maria Gatland (South Croydon Ward Councillor) Objecting:

- This is a charming family house and garden part of a row of cottage style properties that lie behind the grassy bank on Upper Selsdon Road. The proposal of two blocks is an overdevelopment of this site and in no way enhances the particular character of this row of houses or its corner position opposite the SSSI Croham Hurst Woods.
- The design does not reflect or improve the cottage or garden feel of the area.
- The many references to 1 and 2 West Hill is not appropriate. West Hill is a very long road and 1 and 2 West Hill is beside Sanderstead Road rather than Selsdon Road and could not be seen from this site.
- The overdevelopment will affect close neighbours on Selsdon Road and behind in Essenden Road in terms of privacy and noise.

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. Trees, landscaping and ecology
7. Sustainability and environment
8. Other matters

Principle of Development

8.2 This application must be considered against a backdrop of significant housing need, not only across Croydon but also across London and the south-east. 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 separates 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 is moving towards adoption (albeit with some possible alterations following the publication of the Panel Report) proposes significantly increased targets which need to be planned for across the Borough. In order to provide a choice of housing for people in socially-balanced and inclusive communities, the Council applies a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes South Croydon, which is identified in the “Places of Croydon” section of the CLP (2018) as being an area for sustainable growth of the suburbs with a mix of windfall and infill development that respects the existing residential character and local distinctiveness. The Croydon Suburban Design Guide (2019) has recently been adopted, which sets out how suburban intensification can be achieved to 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 Central Croydon and on allocated sites.
- 8.4 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 accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². The existing building on site is a 3 bedroom house with a floor area of approximately 102sqm. All of the proposed units have floor spaces of less than 130sqm and 4 of the new units would comprise three bedrooms. There would therefore be no net loss of homes under 130sqm or three-bedroom homes as required by Policy DM1.2.
- 8.6 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. CLP policy goes on to say that within three years of the adoption of the plan, an element may be substituted by two-bedroom (four person) homes. The application proposes 4 x 3 bedroom units and 5 x 2 bedroom 4 person units. Overall, the proposal provides a net gain in family accommodation and contributes towards the Council’s goal of achieving a strategic target of 30% three bedroom plus homes.

Townscape and Visual Impact

- 8.7 This is a residential area which comprises mostly detached dwelling houses. The buildings are mostly two storey with pitched roofs although it is noted that owing to land levels Lytchgate Close to the north of the site comprises three storey buildings. There is a lot of variation in the appearance, character and external materials of the various buildings within the area. Greenery and soft landscaping are a prominent feature in the street scene and the properties on the south side of Selsdon Road have a strong front building line behind a wide green verge. The application site does not conform to this building line, but is situated to turn the corner at the junction. The existing building on site does not hold any special significant architectural merit and therefore there is no objection to its demolition.
- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.
- 8.9 The Suburban Design Guide (SDG) suggests appropriate ways of accommodating intensified development on sites and Section 2.14 specifically refers to development on corner plots. By working with the dual aspect and prominent townscape position,

proposals for the development of corner plots should seek to accommodate additional height and depth as marker points within the townscape. Proposals should seek to include an additional storey to the 3 storeys recommended in the Croydon Local Plan Policy DM10.1. Development may extend beyond the neighbouring rear elevations to a greater amount than set out in guidance in Section 2.11 where it would enhance the definition of a suburban block and contribute positively to the townscape. Such development should respond to the positioning of neighbouring front elevations, which may require stepping in footprint to maximise development potential of a corner plot.

- 8.10 The proposal is for a three storey building with a fourth floor of accommodation contained in the roof-space. The ridge height of the building has been stepped to respond to the local context. The ridge height would align with the height of the adjacent dwelling at 442 Selsdon Road and would then rise towards the corner of the site. The ridge height then falls away alongside the West Hill frontage, responding to the change in ground levels across the site. This height variation would help ensure that the proposed building would not be harmfully obtrusive in the street scene.
- 8.11 On the Selsdon Road frontage, the main front elevation would align with the adjacent row of dwellings. The proposed overhanging balconies with pitched roofs would project forward of this building line but would create feature points of reference which would help define the frontage of the building. Whilst the balcony features would project forward of the row to the west, the building would create a focal point when approaching the area from the east. Given the wide verge on Selsdon Road to the north/west, the building would not be unduly overbearing from this approach. The stepping of the massing accords with the SDG guidance outlined above and it is considered that it would respect the layout of existing built form in the area.



Figure 2. Visual interpretation from Selsdon Road

- 8.12 The proposed building would front onto both roads and as per the existing situation, pedestrian and vehicular access is secured via West Hill. To optimise the development potential of the site, the building would have a larger footprint, compared to the existing and would be situated closer to the junction. Whilst the building would inevitably be more prominent than the existing building, given the change in levels of the site as well as proposed excavation, the building would sit comfortably within the plot with the lower level partially screened. Whilst the rear parts of the building would have a more prominent appearance, this would not be overly apparent outside of the site.



Figure 3. Visual interpretation from West Hill

- 8.13 The roof would be a prominent element of the building, particularly from the Selsdon Road frontage where a large part of the elevation would be partially screened in view of the level changes. The existing building has a strong roof form with side elements that extend halfway down the side of the first floor level of the building and 442 Selsdon Road adjacent has a side extension where the roof has been brought down from ridge to ground floor level. Pitched roofs are a feature in this area and the proposal would follow this roof typology. The dwellings opposite on Lytchgate Close have gable features facing Selsdon Road and as such, the gable features proposed to the balconies are characteristic of the area.
- 8.14 The material palette is appropriate in this locality, maintaining a traditional appearance. The elevations would be finished in red brick and hanging tile incorporating brick banding and decorative scallop feature tile banding to add interest to the elevation and break up the massing. The roof would be finished in terracotta coloured roof tiles. All of these materials would sit comfortably with the surrounding area. Submission of specific material details will be secured by condition.
- 8.15 The existing hedge to the northern boundary is proposed to be retained which is welcomed as it represents a strong green feature within the street-scene. A condition requiring its protection and enhancement is recommended. The hedge fronting West Hill is proposed to be removed and replaced with a low level wall with planting behind.
- 8.16 The site has 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) are appropriate. The proposal would be in excess of this range at 295 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. The application site is a large plot 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.

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

Housing Quality for Future Occupiers

8.18 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) with all units being dual aspect. Given the change in ground levels, the lower ground floor units would sit below ground level from the street facing elevations. However, elevations facing into the site will be wholly above ground level as a result of the excavation proposed. These lower ground floor units would have light wells, to provide light to these rooms from a dual aspect perspective. It is also worth noting that none of the proposed rooms would be exceptionally deep, which should allow light to filter into a greater proportion of the proposed space. An Internal Daylight Assessment has been provided for the lower ground floor units and one of the ground floor units (Unit 4) which confirms that all units would receive adequate levels of daylight in accordance with BRE Guidelines. Additional roof-lights have also been introduced in the roof accommodation to improve light to this upper level unit. Overall, the quality of proposed internal amenity space is considered acceptable.

8.19 With regard to external amenity space, the London Housing SPG states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All units have private amenity spaces that meet or exceed the required standards.

8.20 An area of communal garden (approximately 65 sqm) would be provided on site. Children's play space would be provided within this space and full details of this area would be secured by condition.

8.21 In terms of accessibility, step free access to the lower ground floor level is provided from the car park. Unit 1 would be a wheelchair accessible dwelling (to Building Regulation Part M4(3)) and Unit 2 would be a wheelchair adaptable dwelling (to Building Regulation Part M4(2)). A disabled parking bay is also proposed.

8.22 Overall, the development is considered to result in a high quality development including a good amount of family accommodation, all with adequate amenities and provides an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

8.23 The main properties that would be affected by the proposed development are 442 Selsdon Road, 61 and 63 Essenden Road and 56 West Hill.

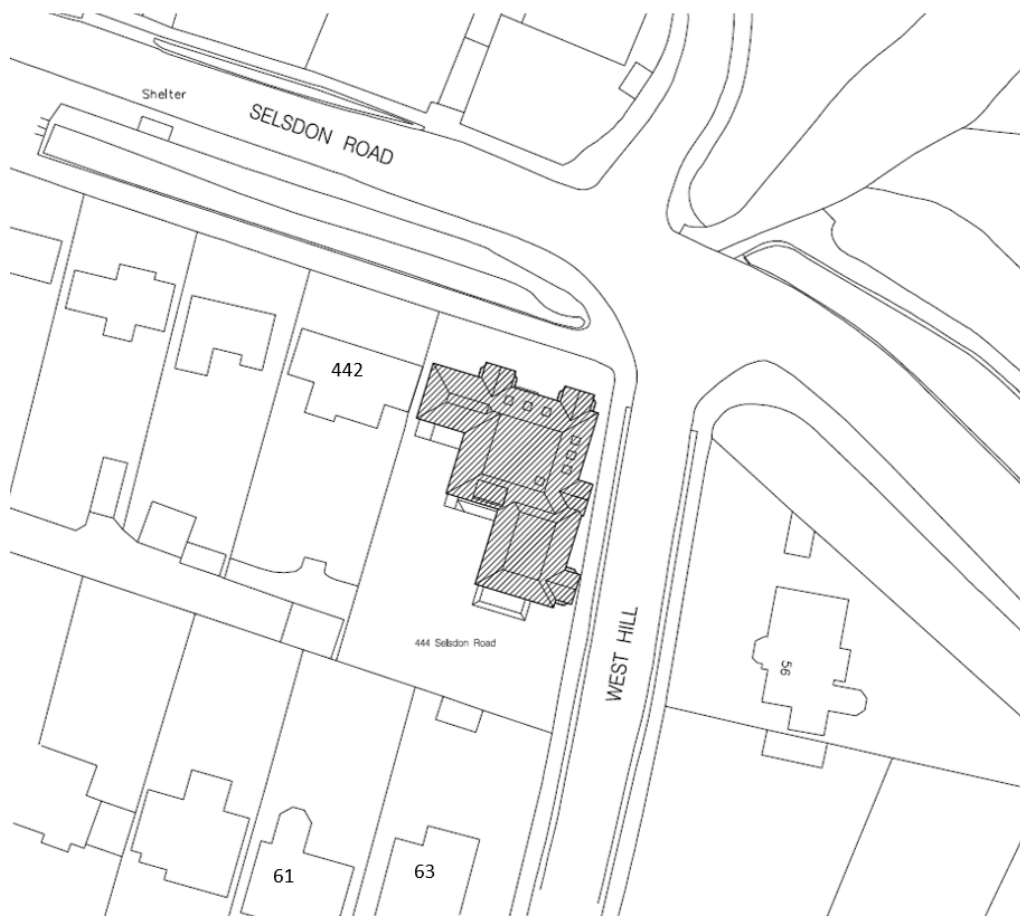


Fig 4: Proposed Block Plan highlighting the relationship with the adjoining occupiers.

442 Selston Road

- 8.24 This two-storey detached dwelling is located to the west of the site. It has a side extension with a cat-slide roof with rooflights and an inset window that face onto the site. Planning history for this property implies that the first floor window serves a bathroom and that the roof-lights provide sky-light to the kitchen below. This property also has a large conservatory to the rear.
- 8.25 The proposed development would have a stepped form that would increase in depth the further the separation from the boundary with 442 Selston Road. Only a small section of the very southerly element of the building would encroach into the 45 degree angle from the closest rear opening of 442 Selston Road. This element would be 22 metres from the rear opening and 13.5 metres from the shared boundary. The SDG gives scope for development on corner plots to be extended beyond the 45 degree angle. The elements of the building that extend beyond the rear elevation of 442 Selston Road have also been designed to ensure they do not encroach over a 45 degree line upwards. Given the proposed layout of development on site, it is not considered that the application would be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation of this neighbouring property.
- 8.26 442 Selston Road has a kitchen with openings in the front and rear elevation and roof-lights within the cat-slide roof. At first floor level, the main habitable rooms face southwards. Given the layout of this dwelling and the orientation of the buildings, the proposal would not cause any undue harm to 422 Selston Road, with this neighbouring dwelling continuing to receive good levels of light for the majority of the day.

8.27 There are windows proposed that would face the rear garden of 442 Selsdon Road. Given the change in levels and proposed excavation, the lower ground floor and ground floor windows would not sit above the boundary fence line. One bedroom window is proposed at first floor level that would face this garden - the window is 13.5m from the shared boundary and 11.5m from the main rear elevation of 442 Selsdon Road. Local Plan Policy DM10.6 is supportive of development that does not result in direct overlooking at close range or of private outdoor space within 10m perpendicular to the rear elevation of a dwelling. Given the gap to the boundary and the distance from the rear elevation, the proposal would accord with this criteria. It is also worth noting that the existing house is angled towards the rear garden of 442 Selsdon Road and the effects of the proposed development would reflect existing conditions. Overall, it is considered that the proposal would not cause any harmful loss of privacy to this neighbouring property – with wider impacts being acceptable.

61 and 63 Essenden Road

8.28 These detached dwellings are situated to the south of the application site with rear gardens backing on the site. Of the two houses, 63 Essenden Road is located closer to the rear boundary, with a rear garden of approximately 17m in depth. It has a garage to the rear boundary accessed from West Hill. The proposed development is located 13-14m from the southern site boundary.

8.29 Given the gap between the existing and proposed building, the application would not have an unduly overbearing impact on the dwellings in Essenden Road and given the orientation would cause no loss of light. The windows in the southern elevation are located at least 30m from the rear elevation of 63 Essenden Road and as such, would not be harmful in terms of significant overlooking and/or loss of privacy.

56 West Hill

8.30 This detached dwelling is located to the east of the site on the opposite side of West Hill. The front elevation of 56 West Hill is situated approximately 20 metres from the eastern side boundary of the application site. Given this degree of separation, the proposal would not cause any harmful loss of light, outlook or privacy to this dwelling.

Dwellings on Lytchgate Close

8.31 Dwellings on Lytchgate Close are located to the north of the site on the opposite side of Selsdon Road. Their rear boundaries are located over 22m from the northern boundary of the application site. Given this gap, and separation by the road, the proposal would not cause any harmful loss of light, outlook or privacy to these dwellings.

Access and Parking

8.32 Whilst the site has a PTAL rating of 1b which means that it has poor access to public transport links, bus stops for route 412 are located very close to the Selsdon Road frontage of the site. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units up to 1.5 spaces per unit. Therefore the maximum requirement for this development would be 11 spaces.

- 8.33 It is proposed to create nine vehicular parking spaces off road all from a single access from West Hill. 2011 Census data estimates that car parking demand from the proposed development will generate a demand of 8.6 spaces. As such, it is considered that the proposal provides an acceptable amount of parking provision so not to create overspill parking on the surrounding highway network.
- 8.34 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. One disabled bay is shown to be provided for the wheelchair accessible unit. There is adequate manoeuvring space within the site to enable vehicle to access and egress in forward gear.
- 8.35 Access to the parking area would be in a similar position to the existing vehicular access at the site on West Hill – although moved northwards to enable parking bays to be provided alongside the southern boundary. The number of residential units proposed and resultant traffic generated would not create a significant amount of extra traffic on the highway. This access would be located approximately 40 metres from the junction with Selsdon Road which would be adequate separation from the junction to ensure traffic movements at the junction would not be adversely affected. West Hill is a relatively straight road and has good visibility in both directions. Plans will be required by condition to show that the necessary visibility splays can be achieved and to ensure there is no obstruction within the splays.
- 8.36 A cycle storage area would be provided within the site attached to the southern side of the building. The cycle store would accommodate 18 cycle parking spaces as required by the London Plan (2 spaces per unit). Two additional external stands would also be provided within the site adjacent to the car park.
- 8.37 Refuse storage is also shown attached to the southern side of the building with access from the highway which is convenience for refuse collectors and future residents. The plans show that the scale of the refuse area is adequate for the needs of the development.

Trees, Landscaping and Ecology

- 8.38 The site is not covered by any Tree Preservation Orders. There is a group of trees alongside the rear boundary of the site which would need to be removed to facilitate the car parking area. These trees have no amenity value and there is no objection to their removal. It is proposed to erect hedging along the southern boundary and along the western boundary with 442 Selsdon Road to soften the appearance of the development. There is an existing mature hedge along the northern and eastern site boundaries which is very prominent within the street scene. It is proposed to retain the hedge along the northern boundary of the site and replace the hedge to the east with low level brick wall with hedging behind. Fastidious Oak replacement trees are proposed within the communal amenity area and adjacent to the access. Full details of hard and soft landscaping including a maintenance plan will be secured by condition.
- 8.39 There is a street tree located immediate adjacent to the proposed access on West Hill which would need to be removed to facilitate the development. The Council's Tree & Woodlands Officer has commented that whilst the tree is not a particularly attractive or fine specimen, current policy is not to remove street trees. However, in this instance given the quality of the tree, its removal will be allowed if the applicant is willing to fund

4 new highways trees to be planted within West Hill. The applicant has agreed to this provision and to enter into a legal agreement to secure such provision.

8.40 Ecology – The site is located in close proximity to Croham Hurst SSSI and there is a pond within the site and as originally submitted the applicant commissioned a Great Crested Newt Survey Report. The Council's Ecological Consultant initially had an objection to the submitted information which, whilst suitable for determining impacts on Great Crested Newts, provided insufficient ecological information on all other Protected and Priority species and on designated sites.

8.41 The applicant subsequently submitted a Preliminary Ecological Appraisal

8.42 Natural England have been consulted and is of the opinion that the development will not have significant adverse impacts on designated sites and therefore has no objection. Moreover, the Council's ecological advisor has agreed with the additional ecological appraisal, subject to the mitigation and enhancement measures being captured by way of a planning condition.

Environment and Sustainability

8.44 Conditions are recommended 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.

8.45 The site is located within an area low risk of surface water flooding and risk of groundwater flooding at the surface. A Flood Risk Assessment (FRA) has been submitted as part of the application which outlines the risks of flooding at the site. As the site has potential for groundwater flooding, long term groundwater monitoring will need to be carried out. If groundwater is encountered during excavation and construction, mitigation measures will be required including design measures to the lower ground floor units to ensure they are watertight with pumps provided to remove excess water. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The report outlines proposed SuDS measures for the site including the use of soakaways (subject to confirmation of standing groundwater levels and percolation testing), wall mounted rainwater harvesters and planters and permeable paving. Extra onsite investigation is required and therefore a condition requiring site specific SuDS measures would be imposed on any planning permission, alongside flood resistance and resilience measures to protect against groundwater flooding.

Other matters

8.46 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.

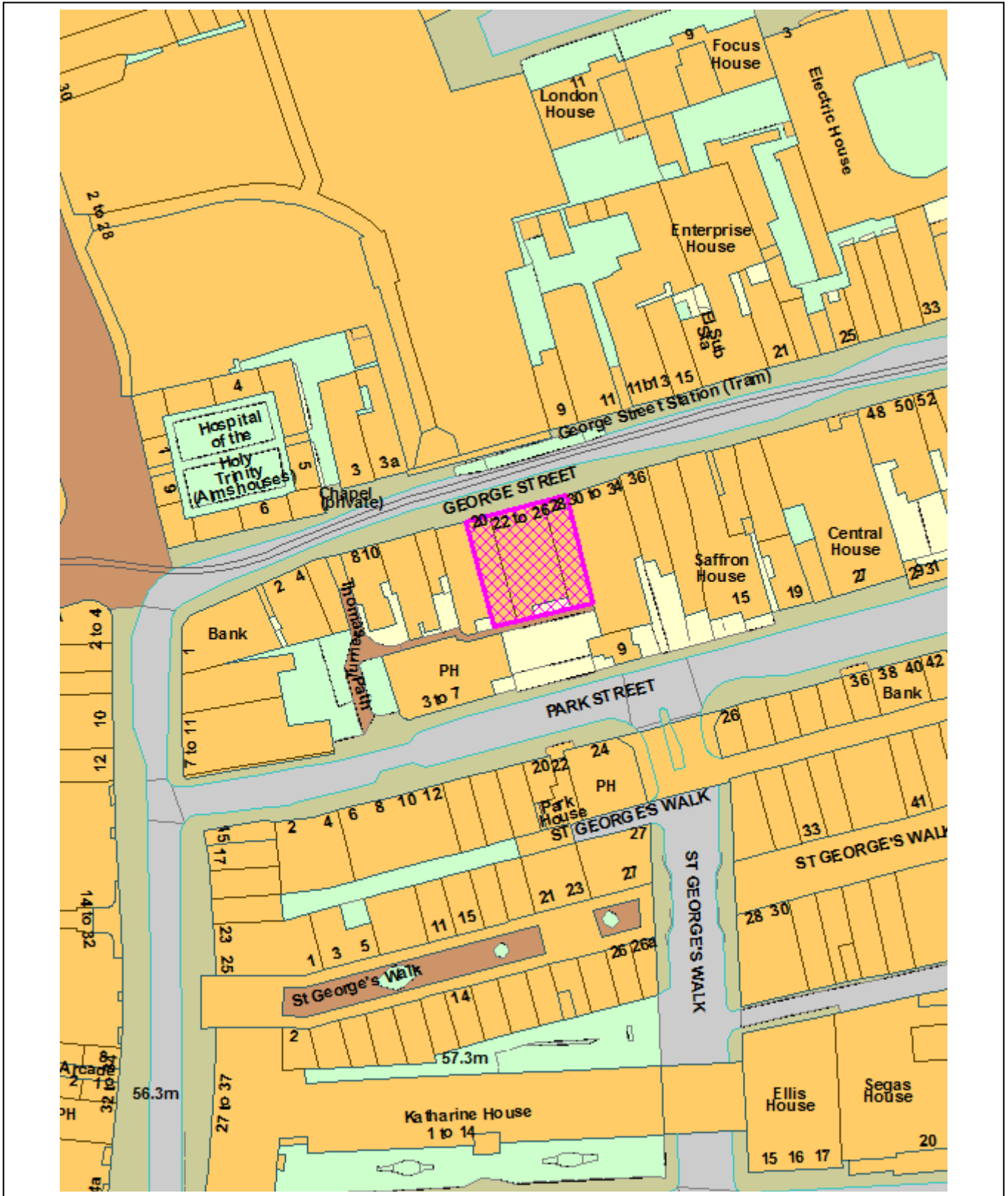
Conclusions

8.47 The principle of residential development is considered acceptable in this area. The development would accord with policy requirements and the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no unacceptably harmful impact on the amenities of the adjacent properties and provides adequate amenity for future

residents. Adequate parking would be made available on site and the impact on the highway network would be acceptable. The loss of the existing street tree would be mitigated by replacement tree planting secured by legal agreement. Information has been provided to demonstrate that the proposal would have no harmful impact on protected species or designated sites. Thus the proposal is considered to be in accordance with the relevant policies.

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

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PART 6: Planning Applications for Decision

Item 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/01818/FUL
 Location: 20-28 George Street, Croydon, CR0 1PA
 Ward: Fairfield
 Description: Alterations to existing shopfronts. Demolition of two parts of second floor to rear of building. Conversion of part of ground floor of 24-26 George Street to provide upper floor access. Erection of single storey rear infill extension to provide cycle storage and first floor rear extension. Formation of rear terraced areas at first and second floor levels. Conversion of upper floors of resulting building to provide 3x1 bedroom, 2x2 bedroom and 3x3 bedroom flats (8 in total) with associated amenity spaces. Installation of roof windows to front and rear elevations.
 Drawing Nos: 0792 PR 100 Rev B, 0792 PR 101 Rev B, 0792 PR 102 Rev B, 0792 PR 103 Rev B, 0792 PR 104 Rev B, 0792 PR 105 Rev B, 0792 PR 106 Rev B, 0792 PR 107 Rev B, 0792 PR 108 Rev B, 0792 PR 109 Rev B, 0792 PR 110, 0792 PR 111, 0792 PR 112
 Applicant: Mr Nisar Siddiqui
 Agent: Mr Charles Browne-Cole (Context Architecture)
 Case Officer: Wayne Spencer

	1 bed	2 bed	3 bed	4 bed
Existing	0	0	0	0
Proposed Residential units	3	2	3	0

Number of car parking spaces	Number of cycle parking spaces
0	14

1.1 This application is being reported to Committee at the request of the Director of Planning and Strategic Transport.

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. In accordance with the approved plans
- 2. Cycle stores to be installed/retained in perpetuity
- 3. External facing materials to be approved

4. Detail of brick detailing, openings, mortar, junctions between old and new materials (at 1:10 scale or similar)
5. Details of bay sections and detailed elevations of the rear facade (at 1:20 scale or similar)
6. Balcony and privacy screen details to be approved and retained
7. Restriction on future residents securing car parking permits
8. Water usage off 110L per head per day
9. 19% carbon dioxide reduction
10. Submission and approval of Construction Logistics Plan
11. Submission and approval of Refuse Management Plan
12. Commence within 3 years
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practice for construction sites
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the following:

- Demolition of two parts of second floor to rear of building
- Alterations to the shop front
- Conversion of part of ground floor of 24-26 George Street to provide upper floor access
- Erection of single storey rear infill extension to provide cycle storage and first floor rear extension
- Formation of rear terraced areas at first and second floor levels
- Conversion of all upper floors of resulting building to provide 3x1 bedroom, 2x2 bedroom and 3x3 bedroom flats (8 in total)
- Provision of associated amenity spaces (5 with private space, 3 with shared communal space)
- Provision of integral refuse and cycle storage to serve the whole site
- Installation of roof windows to front and rear elevations

Site and Surroundings

- 3.2 The application site consists of four units (20-28 George Street) within a terraced, four storey building with subservient three storey elements to the rear facing onto Park Street. The properties on George Street are predominantly commercial at ground floor level with office accommodation over. The built form is predominantly three/four-storeys high – with similar character and historic references.
- 3.3 The site is within the Central Croydon Conservation Area and the existing terrace forms part of a locally listed group. The site is located within the Croydon Metropolitan Centre and the frontage facing onto George Street forms part of a Secondary Retail Frontage within a Primary Shopping Area. The site is within an Archeological Priority Area and within an area at ‘very low’ risk of surface water flooding.

Planning History

- 3.4 12/01951/P – Use of ground floor and part first floor as ‘Carers Advisory Service Office’ at 24-26 George Street – Planning permission not required at the use falls within Class A2
- 3.5 18/01776/PRE – Conversion and extensions to 20-28 George Street to provide 18 flats – Advice given on alterations required
- 3.6 18/01270/FUL – Alterations to shopfront; use of basement and ground floor of 20 George Street for purposes within Use Class A3 and A5 (restaurant and/or takeaway); Demolition of mezzanine floor; Construction of new flat roof and extract ducting at rear – Permission granted
- 3.7 18/03520/LP – Conversion of upper floor ancillary retail space at 28 George Street to provide 1x2 bed flat and a studio flat (Use Class C3) – Lawful Development Certificate granted
- 3.8 18/03521/LP – Conversion of upper floor ancillary retail space at 20 George Street to provide 2x2 bed flats (Use Class C3) – Lawful Development Certificate granted
- 3.9 18/03522/FUL – Change of use of basement and ground floor of 28 George Street from Class A1 (retail) to Class A3/A5 (restaurant/hot food takeaway). Alterations to shop front and installation of extract ducting to rear – Permission granted

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given that the existing uses within the site cannot be afforded protection given the permitted development fall-back position.
- The design and appearance of the development is appropriate given the context of the surrounding conservation area and will result in no significant impact upon the locally listed group.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards.
- There would be no undue highway impact from the development.
- Sustainability aspects are controllable through the use of planning 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 way of consultation letters sent to the properties that lie adjacent to the application site and site notices were displayed in close proximity to the site on both George Street and Park Street. 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: 303 Objecting: 303 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
<ul style="list-style-type: none">• Loss of a community use• Loss of office accommodation that makes a valuable contribution to the town centre• Loss of jobs as a result of the use change• Impact on health of wellbeing of local people• Contrary to the Carers Strategy Summary 2018-22	See paragraphs 8.2 to 8.6
<ul style="list-style-type: none">• Loss of light	See paragraphs 8.11 to 8.13

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), updated 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 Planning Committee is 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
- 4.7 Retail and town centre development
- 4.8 Supporting a successful and diverse retail sector and related facilities and services
- 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

7.4 Croydon Local Plan 2018:

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP5 Community Facilities
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking
- DM1: Housing choice for sustainable communities
- DM4: Development in Croydon Metropolitan Centre, District and Local Centres
- DM10: Design and character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- DM18: Heritage Assets and Conservation
- DM19.1 Providing and Protecting Community Facilities
- DM23: Development and construction

- DM25: Sustainable Drainage Systems and Reducing Flood Risk
- DM29: Promoting sustainable travel and reducing congestion
- DM30: Car and cycle parking in new development

7.5 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- The Nationally Described Space Standards (October 2015)
- Suburban Design Guide Supplementary Planning Document (2019)

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Townscape and visual impact
- Housing Quality for future occupiers
- Residential amenity for neighbours
- Transport
- Refuse Stores
- Sustainability
- Flood Risk
- Other Planning Matters

Principle of development

- 8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. Whilst the proposal would retain the facilities associated with the ground floor retail (and Class A2) function, the office uses at first, second and third floors levels would be lost and converted to residential.
- 8.3 Policy DM4 of the Croydon Local Plan states that Class A1, A2, A3 and A4 uses are acceptable in in this location at ground floor level, with such uses being suitably protected. However, the policy does not offer protection for such uses on the upper floors of such buildings. The ground floor units of 22-28 George Street are in use as “A” type commercial uses and are to be retained for this purpose. The ground floor of 20 George Street is currently vacant – although the last known/lawful use was retail (Class A1). The ground and upper floor premises of 24-26 George Street provide a service which falls within use Class A2 and is occupied by a Carers Centre. This current planning application seeks to retain majority of ground floor accommodation within 24-26 George Street - to continue to serve the Carers Support Centre (with the exception of the space required for the stairwell – required to access upper floor flats) but proposes to remove the first floor mezzanine area. Whilst falling within a financial and professional services use, the Carers Support Centre might well also be recognised as a community type use – which is also recognised by the Croydon Local Plan.
- 8.4 The Council received comments from the Whitgift Foundation regarding the loss of a service established to support a vulnerable group of individuals. They have provided details of the nature of the operations undertaken, the use of the building (in particular

the first floor mezzanine) and the individuals and organisations who frequent the premises. The Whitgift Foundation argue that the proposal would result in the loss of a community facility given the services offered by the current occupiers (the Carers Support Centre) and the services offered by the other organisations who occupy parts of the building.

- 8.5 Policy DM19.1 of the Croydon Local Plan seeks to protect Community Facilities and sets out circumstances where the loss of community facilities will be permitted. DM19.1 (b) permits the loss of community facilities where “the existing use is located on the ground floor within a Main Retail Frontage, a Secondary Retail Frontage, a Shopping Parade or a Restaurant Quarter Parade”. Therefore, whilst the Careers Centre might well be recognised as a community facility, it is located within a designated Secondary Retail frontage. Policies seek to maintain as a minimum the current amount of retail space in Croydon and improve the quality of the stock of retail premises. Therefore, in this instance, policy removes the protection of community facilities located in designated retail frontages as these are locations where Class A uses are the preferred use.
- 8.6 The first floor of the Carer’s Centre (24–26 George Street) could be argued to be protected by Policy DM19.1 (in view of its current community use credentials – albeit operating within an A2 Use Class) as the upper floor does not form part of a retail frontage. The remaining upper floors of 24-26 George Street are in office use and are not subject to any policy protection. However, the property is covered by an Article 4 Direction which prevents the conversion of office space to residential use without the requirement of planning permission (under Class O of the General Permitted Development Order 2015). However, there is no such direction preventing the first floor from being converted to residential use under Class G of General Permitted Development Order 2015. Class G allows for up to two flats to be provided above a retail or financial and professional services use (Class A1/A2). Such a fall-back position has been explored and established by the applicant for 20 and 28 George Street. Officers are satisfied that the permitted use of the ground and first floor of 24-26 George Street is Class A2 (financial and professional services) and therefore, the applicant could seek to convert the first floor of 24–26 George Street to residential use without the need to apply for planning permission under Class G of the GPDO 2015.
- 8.7 This could be carried out without any reference to planning policy and/or with reference to any other material [planning consideration. This permitted development fall-back position is material to the planning considerations associated with this case – which gives weight to the suitability of use of upper floor accommodation for residential purposes and the loss of the first floor accommodation which is currently being used as ancillary accommodation attached to the ground floor Carer’s Centre. The majority of the ground floor element of the Carer’s Support Centre would be retained and the applicant has confirmed that there is the potential option of utilising the ground floor of 28 George Street as replacement accommodation for the Carers Centre (which is also managed by the applicant). As such, officers are satisfied that there would be no grounds to refuse planning permission on the basis of job loss or loss of first floor accommodation currently linked to the ground floor Carer’s Centre use. There is a valid fall-back position which exists in this case which should be afforded the appropriate weight when considering whether the current uses are offered sufficient policy protection.

8.8 The development would provide eight additional residential units on the site and therefore the use of the upper floor accommodation for residential purposes would be acceptable in this case. The principle of a residential development can be supported providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

Townscape and visual impact



PROPOSED FRONT ELEVATION



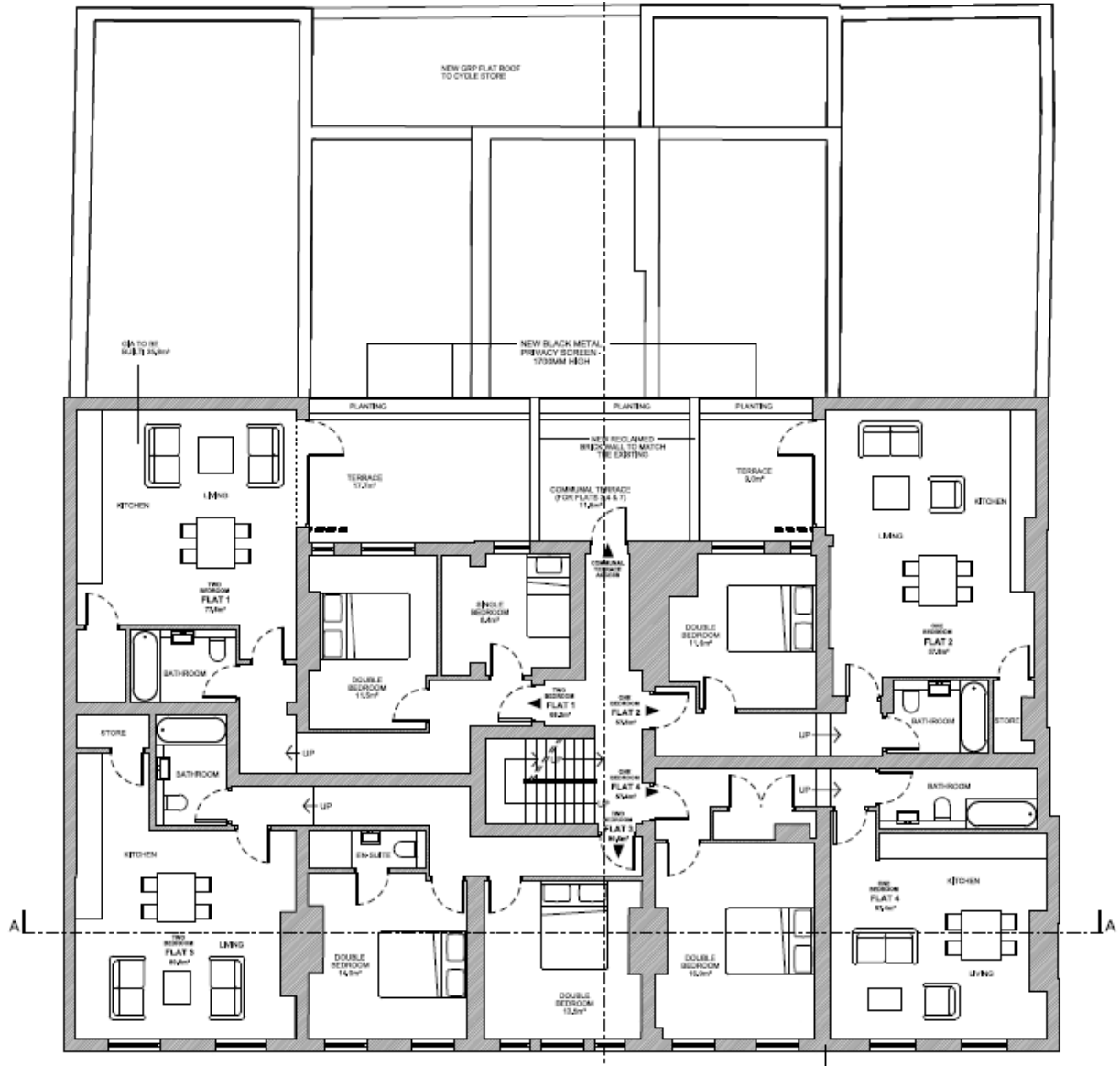
PROPOSED REAR ELEVATION

- 8.9 The proposed alterations to the shop fronts and the alterations to the front facing roof windows would be in-keeping with the shop fronts and roofs that exist in the immediate locality and would retain the historic characteristics of the built form thereby preserving the characteristics of the conservation area. The proposed three storey development to the rear (facing onto Park Street) together with the internal conversion of the upper floors of the existing building fronting George Street would bring a vibrant use to the frontage facing Park Street which currently offers very little in the way of activity and presence. The new built element would have a flat roofed design with fenestration arrangements which would be typical of the existing area and would rationalise the built form at the rear of 20-28 George Street. The massing, being centrally located, would respect the built form at the rear of 18 and 30 George Street, given the drop in height to two storeys. The scale and massing of the built form would be subservient to the built form fronting George Street and would have no impact upon the locally listed buildings within this street.
- 8.10 The development would include upper floor amenity spaces fronting onto Park Street. The scheme has been amended throughout the application process to ensure that these amenity spaces interact better with the proposal built form and the elevational treatment. Based on the most recently submitted arrangement, the window arrangement and metal balustrade treatment would be appropriate in this location and would enhance the overall appearance of the building when viewed from Park Street. The proposed development would be of an acceptable nature which would replace the characterless built form to the rear of George Street. The proposed flat roofed design approach would preserve the characteristics of the conservation area and would not be unduly harmful to the character, appearance or street scene of Park Street nor would it have a significantly detrimental impact upon the character of the wider area. The materials have been shown to be brick and the choice of materials would be subject to a planning condition discharge process. In addition, section drawings showing brick detailing, openings, mortar, junctions between old and new materials as well as bay section details will be required by condition to ensure the development relates well to the existing built form.
- 8.11 Whilst the site is located within an Archaeological Priority Zone, only a limited amount of additional built form is being proposed at ground floor level. As such, the proposal is unlikely to have a significant effect on heritage assets of archaeological interest in this instance.

Housing Quality for Future Occupiers

- 8.12 Policy SP2.7 of the Croydon Local Plan 2018 sets out that there is a strategic target for 30% of all new homes to have 3 or more bedrooms. Development within central area with a PTAL rating of 6B should provide family sized units (normally 3 or more bedrooms) to account for at least 20% of the units within the proposed development. The level of 3-bed provision being proposed under this scheme far exceeds this requirement and would be acceptable provided all units conform to the National Housing Space Standards.
- 8.13 The National Housing Space Standards states that 3-bed (4 person), 3-bed (5 person) and 3-bed (6 person) units split over two levels should provide a minimum internal floor space of 84m², 93m² and 102m² respectively. It also states that 2-bed (3 person) and 2-bed (4 person) units should provide a minimum internal floor space of 61m² and 70m² respectively and that 1-bed (2-person) dwellings should provide a minimum internal

floor space of 50m². The plans submitted indicate that all of the proposed units would exceed these space standards with the units ranging between 50.6m² and 119m². The windows which serve the habitable rooms of each unit would allow sufficient light into the units and have been arranged to allow adequate outlook from the windows in both the front and rear elevations. As such, it is considered that the development would result in acceptable living conditions for all future occupiers.



PROPOSED FIRST FLOOR PLAN

8.14 As regards amenity space, the London Housing SPD states that a minimum of 5m² of private outdoor space should be provided for the 1 bed (single person) units with an additional 1m² for each additional occupant. The amenity spaces being proposed for five of the eight of the units would meet the spaces required by the London Housing SPD Standards with the spaces ranging between 9m² and 11.9m². The proposal would also include first floor communal amenity space only for Flats 3, 4 and 7 which comprise of 2x1 bed and 1x2 bed units. The provision of the private balconies in this case would be an acceptable solution to providing private amenity space within a constrained site. It would not be possible to provide private balconies for all units without resulting in projecting elements and increasing the built form within the site further. The majority of the works involve the conversion of existing built form to provide

this development and the 3-bed units (and the majority of the 2-bed units) have directly accessible private amenity space. The proposal includes 11.8sqm of first floor communal space to serve the future occupants of Units 3, 4 and 7 and as five of the eight flats would have private amenity spaces and the majority of the built form on the site would be retained, this approach is considered acceptable..

- 8.15 There is no designated play space provided in this case, which is primarily due to the constrained nature of this site. However, the first floor communal terrace space being provided could provide play space for future occupants. Having calculated the number of children that could use any play-space (using the Croydon Local Plan and GLA policy documents) the 11.8sqm communal space would be considered appropriate in this case, particularly given the fact that the site is within Croydon Town Centre. Therefore, the standard of accommodation provided by the proposed development would be acceptable for all future occupiers.

Residential Amenities of Neighbouring Occupiers

- 8.16 The proposed three storey built form would have a 2-storey element to both sides of the building where it adjoins 18 and 30 George Street. This would add relief to the overall built form and the overall rearward projection of the rear elements would not result in significant overshadowing or overbearing impact upon either of the adjoining properties, nor would it result in a significant loss of light.
- 8.17 The associated window arrangements have been designed to ensure that the rear facing windows (facing onto Park Street and which serve the primary habitable spaces) would not directly overlook any adjoining properties. No flank windows are proposed and the private rear balconies would have privacy screens installed to prevent any undue overlooking or loss of privacy to the detriment of the adjoining properties. The redevelopment would utilise the existing window openings which front onto George Street and would introduce front facing roof windows. The positioning of these windows in relation to the surrounding built form would not lead to undue impact on the amenities of any other neighbouring occupiers.
- 8.18 The scheme would retain existing pedestrian access arrangements available at the rear of the building – especially rear servicing for the ground floor commercial units. Therefore, the impact upon the amenities of the existing occupiers would be acceptable.

Transport

- 8.19 The application site is located in an area with a PTAL of 6B which is considered to have excellent transport options and connectivity to wider community facilities. It is not proposed to provide any car parking spaces for the new development and this approach, given the very high PTAL rating, would be considered to be acceptable. It is recommended that a planning condition be imposed restricting access to on street car parking permits and in order to comply with London Plan standards, covered and secure cycle storage should be provided for at least 13 cycles and 14 are shown to be located within the rear part of the building facing onto Park Street. The cycle storage implementation would be secured by planning condition.

Refuse Storage

8.20 Refuse collection will take place at the front of the building and will utilise the existing pre-paid collection arrangements which operate in George Street. Refuse is collected each morning and therefore there would not be a requirement to have a road fronting bin store in this location. A Refuse Management Plan would need to be agreed with the Council's Waste Department prior to completion of the development and this matter could be secured by planning condition.

Sustainability

8.21 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day for each proposed residential unit.

Flood Risk

8.22 The site itself is within an area which is considered to be at 'very low' risk of surface water flooding. No residential use is being proposed at ground floor level and the 'very low' risk of the development would not sufficiently justify the use of SuDS in connection with this the development and no flood mitigation could be suitably justified in this case.

Trees and Ecology

8.23 There are no Tree Preservation Orders on the site nor are there any trees in close proximity to the site. The site offers a low opportunity for protected species habitation and, given the density of the area and the availability of land within the site, no meaningful landscaping could be provided however this would be acceptable in this case. As a result, it is considered that the development would not result in undue harm to important trees or local ecology.

Conclusion

8.24 The proposal would result in the redevelopment of the site which would provide eight additional flats, including four family sized units; 1x2 bed (4 person) and 3x3 bed units within the Borough. The overall massing of the development would be acceptable and would preserve the characteristics of the Central Croydon Conservation Area. The development would not be significantly harmful or out of keeping with the character of the area nor would it have a significant impact on the amenities of adjoining occupiers. Energy systems and sustainable drainage are all acceptable in principle and can be secured by condition. It is therefore recommended that permission is granted.

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



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PART 6: Planning Applications for Decision

Item 6.4

1 APPLICATION DETAILS

Ref: 19/00467/FUL
 Location: 37 Russell Hill Road, Purley, CR8 2LF
 Ward: Purley and Woodcote
 Description: Demolition of the existing building and erection of a building ranging from 2 - 8 storeys, with basement, to accommodate 47 residential units; formation of associated access, landscaping, parking, refuse and cycle storage.
 Drawing Nos: See Appendix 2
 Applicant: Macar Developments & PA Housing
 Case Officer: Emily Holton-Walsh

	1 bed 2 person	2 bed 4 person	3 bed 5 person	Total
Market Housing	23	7	4	34
Affordable rent	5	6	2	13
Intermediate	0	0	0	0
All Tenures	28	12	7	47

Number of car parking spaces	Number of cycle spaces
9 (including 6 x wheelchair and 1 x EVCP)	88

1.1 The application is being reported to Planning Committee because the Ward Councillor Badsha Quadir has made representations in accordance with the Committee Consideration Criteria and requested committee consideration. Moreover, representations above the threshold in the Committee Consideration Criteria have been received.

2. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The application site is in a currently a large family house with a garden. As such, the principle of a wholly residential use is acceptable and would contribute towards meeting the Council’s housing targets.
- 2.2 The proposed housing tenure and mix, including the provision of 40% family homes and 30% affordable housing (by habitable room) with all being London Affordable Rent is acceptable and overall would broadly comply with both the policies of the London Plan (2016) and the Croydon Local Plan (2018).
- 2.3 The design and appearance of the scheme responds positively to its surrounding context, suitably transitioning between a mix of housing and flats in Russell Hill Road, the corner location and Purley District Centre and would thus be acceptable.

- 2.4 The proposal would have an acceptable impact on the residential amenity of surrounding occupiers, both in terms of daylight and sunlight levels, privacy and outlook for existing surrounding residents.
- 2.5 The standard of residential accommodation would be acceptable, as all units would meet the Nationally Described Space Standards (NDSS), would have sufficient private amenity space and access to sufficient communal amenity and child play space. All units would have an acceptable level of access to light and outlook.
- 2.6 The proposed planting and landscaping strategies would be acceptable and the detail of which would be conditioned.
- 2.7 Sufficient disabled car parking and cycle parking has been proposed and the proposal would not have an adverse impact upon either the capacity or safety of the local transport network.
- 2.8 The proposal complies with the London Plan (2016) energy hierarchy and would provide a carbon offsetting payment to meet the Mayor's requirement for all new homes to be zero carbon.
- 2.9 Suitable planning obligations and conditions have been recommended in order to ensure that the proposed development does not have an adverse impact upon either air quality or the risk of flooding.

3. RECOMMENDATION

- 3.1 That the Committee resolved to GRANT planning permission subject to:
 - A. The making of a resolution by Planning Committee to grant the scheme at 29-35 Russell Hill Road (ref 19/03604/FUL)
 - B. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Provision of 30% affordable housing (including viability review)
 - b) Carbon off set payment
 - c) Air Quality mitigation contribution
 - d) Contribution to pooled car clubs and electric vehicle charging points
 - e) Provision of a Travel Plan
 - f) Skills, training and employment strategy and a contribution
 - g) Section 278 Highway works
 - h) Contribution to Healthy Streets & Vision Zero Initiative
 - i) Car parking permit restrictions
 - j) Demolition of 29-35 Russell Hill Road to go ahead prior to the first slab of 37 Russell Hill Road
 - k) Monitoring fees
 - l) Any other planning obligation (s) considered necessary by the Director of Planning and Strategic Transport
- 3.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

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

Conditions

- 1) Implemented in accordance with drawings
- 2) Commence within three years of the date of permission
- 3) Submission of a detailed construction methodology including vehicle access and environmental management plan
- 4) Further details of facing materials, balconies, façade and elevational details to be submitted
- 5) Further details of landscaping, materials, lighting, boundary treatments, child play areas / communal amenity areas and, as well as a maintenance/management plan, to be submitted
- 6) Submission of Stage 1 written scheme of investigation for archaeology
- 7) Submission of details of SuDS
- 8) Submission of a piling method statement
- 9) Further details of active and passive electric vehicle charging points (EVCP) to be submitted
- 10) Submission of a detailed delivery and servicing plan
- 11) Sustainable development carbon reduction to be met
- 12) Development to achieve 'Secured by Design' accreditation
- 13) Submission of further details of bicycle and bin stores
- 14) Submission of further details on parking, turning, blue badge spaces, visibility splays and sight lines
- 15) Submission of parking management plan
- 16) Submission of a detailed public art strategy
- 17) Submission of a lighting strategy
- 18) Submission of detailed ecological enhancements
- 19) Submission of noise assessment
- 20) 10% of units to meet Part M4(3), with remaining units to meet Part M4(2)
- 21) Water efficiency targets to be met
- 22) Implemented in accordance with tree protection measures
- 23) Noise from any air handling units, mechanical plant, or any other fixed external mechanical to be at least 10dB below existing background noise levels
- 24) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Council's 'Construction Code of Practice 2015' and the Mayor of London's 'Control of Dust and Emissions During Construction and Demolition' SPG 2014
- 2) Subject to legal agreement
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

- 3.4 That, if within 6 months the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

4. SITE LOCATION AND PROPOSAL DETAILS

Site and surroundings

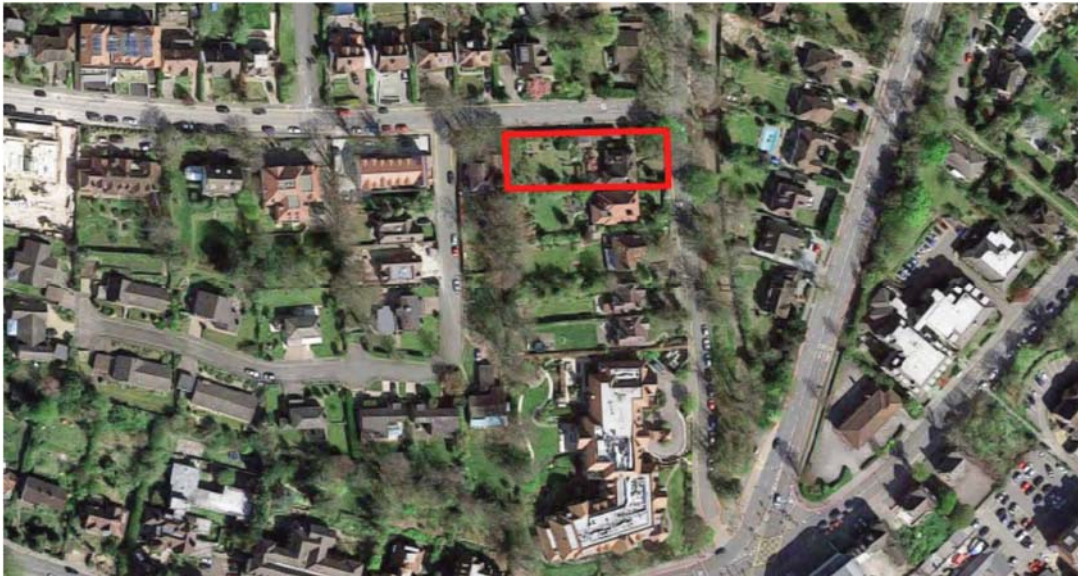


Image 1: Site and surroundings

- 4.1 The application site is a large detached property located on the corner of Russell Hill Road and Russell Hill. The topography of the site rises steeply to the rear. The surrounding area is predominately residential in character with mainly detached properties. The site is less than 200m from Purley District Centre and lies within the Place Specific Policy DM42.1 for Purley.
- 4.2 The application site lies within an Archaeological Priority Area as identified by the Croydon Plan. The site lies in a PTAL of 4. Tree Preservation Order 9, 2018 protects the tree on the frontage of the site.

Planning history

- 4.3 There is no relevant planning application planning history for this site.

Neighbouring site at 29-35 Russell Hill Road

19/03604/FUL: Demolition of existing residential dwellings and erection of 2 buildings, comprising of 106 new apartments, with associated hard and soft landscaping, access and car parking. Pending decision at this Planning Committee. These two applications are linked and must be delivered together. This will be further discussed in the considerations section.

Proposal

- 4.4 The proposed development would demolish the existing dwelling and detached garage and construct a new building which is 4-7 floors in height. There is an additional semi basement level which is wholly below ground at the façade line but at grade at the lowest road level. 12 parking spaces are provided at grade / undercroft level.
- 4.3 The 47 homes include a mix of flats, maisonettes and terraced houses. A total of 40% of the dwellings would be suitably sized for families; including 2 bedroom 4 person units.

<i>Unit type</i>	<i>No. of units</i>	<i>No. of hab rooms</i>	<i>% of units</i>	
<i>1B2P</i>	<i>28</i>	<i>56</i>	<i>60%</i>	
<i>2B4P</i>	<i>7</i>	<i>21</i>	<i>25%</i>	<i>40%</i>
<i>2B4P WCH</i>	<i>5</i>	<i>15</i>		
<i>3B5P</i>	<i>7</i>	<i>28</i>	<i>15%</i>	
<i>TOTAL</i>	<i>47</i>	<i>120</i>	<i>100%</i>	

Table 1: Proposed Housing Mix

5 CONSULTATION RESPONSE

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

5.2 The following were consulted regarding the application:

Lead Local Flood Authority (Statutory Consultee)

5.3 No objection subject to conditions on detailed designs of surface water drainage scheme [OFFICER COMMENT: Conditions are recommended]

Historic England (Archaeology) (Statutory Consultee)

5.4 No objection subject to conditions in relation to archaeology. [OFFICER COMMENT: Conditions are recommended]

Thames Water

5.5 Thames Water made the following comments:

- The proposed development is located within 15 metres of a strategic sewer. Thames Water requests a condition to be added to any planning permission with regards to a piling statement to be submitted [Officer Comment: Condition is recommended]
- With regard to waste water network and sewage treatment works infrastructure capacity, there is no objection
- An informative stating the necessity for the applicant to obtain a Groundwater Risk Management Permit and information on underground assets should be included on the decision notice in the event planning permission is granted. [OFFICER COMMENT: Informative is recommended]
- Thames Water has identified the need for conditions with regards to petrol/oil interceptors to be fitted [Officer Comment: Conditions are recommended]

6 LOCAL REPRESENTATION

6.1 A total of 57 neighbouring properties were notified about the application and invited to comment and the application was also advertised by site notice and in the local press.

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

No of individual responses: 17 Objecting: 17 Supporting: 0

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

Summary of Objectors Concerns	Officer's Response
Impact on parking and safety and capacity of local highway network	The parking provision and impact on the local highway network is considered appropriate
The proposal is an overdevelopment of the site and is not in keeping with its surroundings	The development is considered to be of an appropriate scale and form, and is a high quality design.
Reducing family home-houses needed not flats	The proposal includes 40% family homes.
Overlooking and loss of privacy	The development would not cause an unacceptable loss of neighbouring privacy.
Loss of light to surrounding properties	The development would not cause unacceptable loss of light and daylight to neighbouring properties.
Development with 29-35 should go ahead together	The proposal with the application at 29-35 Russell Hill Road would be linked via a legal agreement.
Would cause abnormal wind pattern to More Close	Given the scale of development, this is not likely to cause any significant impact to wind conditions.
Detrimental impact on trees and vegetation	There is a replacement planting and landscaping scheme. The trees which are to be removed are of low quality.
Increase in noise and disturbance and pollution	It is not considered the proposal would generate significant levels of noise disturbance, pollution and litter given the residential nature of the development and its location.
Noise, disruption and pollution impacts during construction	A draft construction logistics plan has been provided, the final plan is recommended to be secured via condition.
Insufficient capacity of local infrastructure and transport	The proposed development would be CIL liable and would thus contribute towards such infrastructure.

6.3 The Ward Councillor for Purley (Cllr Badsha Quadir) raised the following objections:

- This proposed development is a huge over development in the area. 47 flats spread out over 8 storeys would be classified as a large massing considering its large size, height and depth.
- The local area has a homely look to it and this proposed development does not fit in with the character of the surroundings.

- There will be a significant loss of privacy and light into the residents living nearby.
- Building on a current garden space would mean loss of trees and natural habitats.
- 47 flats mean a lot more people in the area, this would cause safety issues for residents with cars parked along the road itself.

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 Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan (2012). Details of the relevant policies and guidance notes are attached in Appendix 1.

National Guidance

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:

- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Achieving well-designed places

Development Plan

7.3 The Development Plan comprises the London Plan 2016, the Croydon Local Plan 2018, and the South London Waste Plan 2012. The relevant policies to this proposed development have been listed in Appendix 1 of this report.

7.4 A replacement Draft London Plan has been subject to public consultation and Examination in Public commenced in January 2019. The current 2016 London Plan is still the adopted Development Plan, and although the Draft London Plan is a material consideration in planning decisions at present it carries limited weight.

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) Housing (mix and affordable)
- 3) Townscape and Visual Impact
- 4) Impact upon Neighbours
- 5) Housing Quality for Future Occupiers
- 6) Trees and Landscaping
- 7) Transport

8) Other Planning Issues

Principle of Development

- 8.2 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) sets a minimum twenty year target of 32,890 over the period of 2016 to 2036. The site has an area of 0.131 hectares and the development would provide 47 units and 120 habitable rooms, equating to approximately 358 u/ha or 916 hr/hectare. This is above the density range of 200-700hr/hectare suggested within the London Plan's density matrix (Policy 3.4) for an urban location with a PTAL of 4-5. It is recognised within London Plan Policy 3.4 that an appreciation of density "...is only the start of planning housing development, not the end" and specifically states that "it is not appropriate to apply Table 3.2 mechanistically" as other factors will also inform the most suitable density of a scheme within a given local, taking account of design and residential quality, accessibility, infrastructure and playspace/amenity. The site is located on the edge of a District Centre, with a place specific policy which advocates building heights of those proposed. As such the density is considered to be appropriate.
- 8.3 The proposed development would create additional residential units that would make a contribution to the borough achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The site has good access to public transport, local shops and services and is therefore well placed for high density residential-led development, and therefore is in principle supported.

Housing Policy

Mix

- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments based on the character of the area and PTAL rating. 7 of the proposed units are three bed units which amounts to 15% of the total number of units. There are 12 two bed four person units and as such 40% of the units are therefore 2 bed 4 person units or larger.
- 8.5 For this site which is an Urban Area with PTAL 4, the target is 60%. The policy does allow for two bed four person units to be provided in lieu of three bed units when within the first three years of the plan and where a viability assessment has demonstrated that larger homes would not be viable. Policy DM1.1(a) also states that 'where there is agreement with the associated affordable housing provider that three or more bedroom dwellings are neither viable nor needed as part of the affordable housing element of any proposal...' that there can be an exception to the minimum percentage of three beds. In this case, the registered provider has confirmed that the mix is agreeable and meets their needs. Increasing the number of three bed units would reduce viability and prevent the development providing the optimum amount of affordable housing in line with policy requirements.
- 8.6 The existing house is not protected from demolition, being more than 130m² and not originally built as a 3-bed home; in any case there is a significant uplift in family units.

Affordable Housing

- 8.7 London Plan (2016) policy 3.9 is clear that communities which are mixed and balanced by tenure and household income should be promoted across London, through incremental small scale as well as larger scale developments, which foster social diversity, readdress social exclusion. In relation to tenure, London Plan policy 3.10 defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The need for affordable housing is so acute, the Mayor of London (via London Plan policy 3.11) requires Borough's to sets affordable housing targets.
- 8.8 The Croydon Local Plan (2018) requires the Council to seek a minimum of 30% affordable housing, but negotiate to achieve up to 50% affordable housing (subject to viability), and seek a 60:40 split between affordable rented homes and intermediate homes.
- 8.9 A viability appraisal was originally submitted with the scheme which argued that no affordable housing on the site was viable. Notwithstanding that, the applicant offered 19% of units as shared ownership. The applicant's appraisal has been independently assessed by the Council's viability consultant who, whilst there were some queries regarding individual inputs and assumptions, concluded that the scheme would make a loss of £2.3M with a policy compliant amount of affordable housing (50%) and a loss of £1.2M with nine shared ownership units. As such, the viability consultant concluded that the 19% affordable housing offer represented a reasonable proposition given the policy position.
- 8.10 Following discussions with PA Housing, a registered provider, the applicant has offered an improved affordable housing offer of 30% by habitable rooms at the London Affordable Rent tenure. This is a significant improvement over the original offer and is supported by a Registered Provider and meets their needs. As such, the proposal is acceptable with this provision of affordable housing.

Townscape and Visual Impact

- 8.11 The existing property is not protected from demolition. As such, it could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to conditions. It is important to note that the Place Specific Policy for Purley (DM42.1) states that within Purley District Centre and its environs, to ensure that proposals positively enhance and strengthen the character and facilitate growth, developments should:
- a. Reinforce the continuous building line which responds to the street layout and include ground floor active frontages;
 - b. Complement the existing predominant building heights of 3 to 8 storeys, with a potential for a new landmark of up to a maximum of 16 storeys; and
 - c. Demonstrate innovative and sustainable design, with special attention given to the detailing of frontages.
- 8.12 The development is made up of two main components; a taller seven storey element on the corner and then stepping down on Russell Hill. This approach allows the

development to successfully balance its role to the periphery of the district centre, between the suburban two to three storey properties and the more varied but generally taller building heights that surround Purley District Centre, where properties extend up to seven storeys in height which is in accordance with DM42.1 above. The site's corner location provides further flexibility which also helps support the proposed massing of the development.



Image 2: Visuals of proposal looking from Russell Hill and corner of Russell Hill Road

8.12 The seven storey element appropriately aligns with the front building line of the adjoining development at 29-35 Russell Hill Road. This ensures that the development would not be dominant in views along the road. The layout compliments this adjoining development to ensure a comprehensive approach has been applied across both sites. The building line on Russell Hill, responds to the house at 1A with a recess which helps break up the massing. Generous gaps would also be maintained with this property and the height is reduced to 4 storeys.



Image 3: Site layout and relationship with the propose development at 29-35 Russell Hill Road

8.13 The materials would be brick, metal panelling and standing seam. The brick colours have also been split between red & grey and perforated bronze panels would be used as same colour as the window frames. This is a high quality robust material choice but which also helps embed the development into its existing context. The two colours whilst having an inter-relationship, help break up the mass and define differing elements. The panels helps define the levels within the building, adding interest and providing welcomed verticality to the design. The materiality and detailing of the top floors helps express it as a roof form and ensures that it acts as an appropriate termination point.





Image 4: Visual showing use of colours and materials and a precedent using brick and bronze cladding

Impact upon neighbours

- 8.14 The siting and massing of the scheme has been designed to respect the adjoining occupiers. The proposals are well separated from the nearest neighbours in More Close and Russell Hill. The properties most likely to be affected are 1A Russell Hill and 35 Russell Hill Road.

Impact on 1A Russell Hill

- 8.14 The applicants has undertaken a daylight study against guidance contained with BRE's 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' End Edition, 2011'. See Appendix 3 for BRE sunlight and daylight definitions. This study confirmed that there are two windows in the east facing side elevation of 1A, one at ground floor and a second on the upper level. The worst case scenario, the ground floor, has been tested in accordance with BRE guidelines as windows that are at greater distance or higher elevation than those tested that have passed, by default will also have passed. The window tested on the ground floor serves a living room and also benefits from a patio door to the rear elevation. The daylight study concludes for the ADF will continue to exceed the minimum set out by the BRE guidance (the ADF being 3.6%).

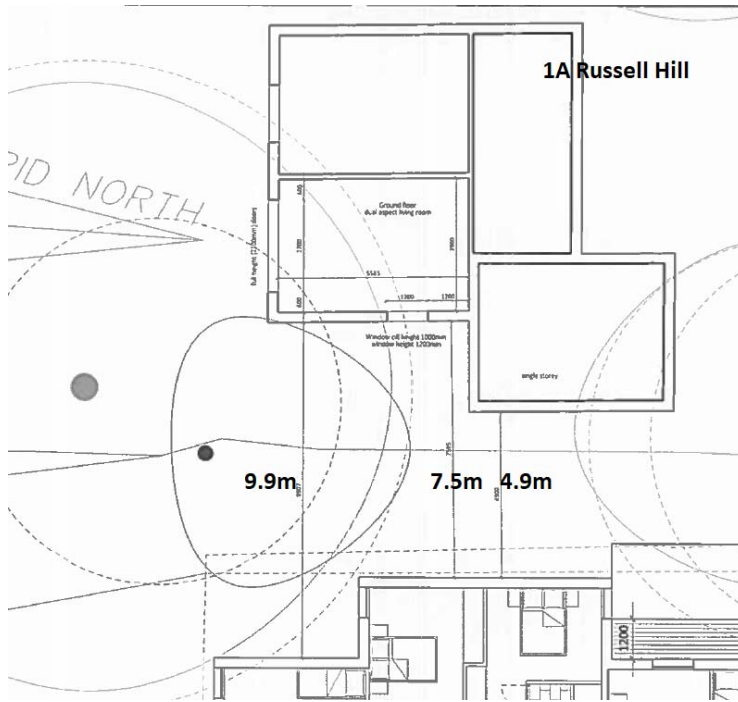


Image 5: Relationship with 1A Russell Hill

8.15 West facing windows in the proposed scheme towards 1A would be kept to a minimum to protect privacy and none are located at the nearest point or directly opposite windows. The property at 1A also is situated in a more elevated position compared to the application site. The distance between the 1A and the application would be acceptable and the proposed massing would ensure there would not be an unacceptable impact and would not be significantly overbearing.

Impact on 35 Russell Hill Road

8.16 In the scenario that the adjoining site at 29-35 Russell Hill Road does not come forward for development, the impact on 35 Russell Hill Road would be unacceptable due to the depth and height of the proposal and the extent to which it extends beyond the rear elevation of that property. Therefore a legal agreement would tie the development together so the proposal (at 37 Russell Hill Road) could not start on site until the property at 35 Russell Hill Road is demolished and vice visa. This ensures a comprehensive redevelopment across the two sites.

Other Impacts

8.17 Given that the building is solely residential, there are no concerns that the proposed building would cause noise and disturbance levels that would be incompatible with the surrounding existing uses. Whilst concerns have been raised regarding the impact of construction; such impacts would only be temporary and should only be afforded limited weight. In order to ensure that any such impacts are minimised as far as reasonable possible, a condition requiring the submission of a detailed Construction Management Plan/Construction Logistics is recommended.

Housing Quality for Future Occupiers

Housing Standards

- 8.18 All of the proposed units would comply with the NDSS and all would feature generous external amenity spaces (in the form of balconies/terraces) which would provide a minimum depth of 1.5 metres (in accordance with the Mayor of London's Housing SPG) and meet the minimum quantum's stipulated by policy DM10.4 of the CLP.

Outlook and privacy

- 8.19 Careful consideration of the internal layout has been given in order to ensure that future occupiers would be afforded good levels of outlook and privacy, with limited opportunities for overlooking within the development and with the development at 29-25 Russell Hill. As such it is considered that future occupiers of the proposed development will be afforded a good level of amenity.
- 8.20 The ground floor of accommodation is accessed internally from the stairwell within the basement carpark. Due to the land levels of the site, the front facing windows of the ground floor units are at first floor level and therefore benefit from sufficient privacy. Three out of four of the ground floor units benefit from dual aspect. The retaining walls on the northern and western side of the building, which enclose the private amenity spaces of flats 1, 3 and 4, are at a sufficient distance from the windows and would not breach the 25 degree angle set out within the Suburban Design Guide. Flats 1 and 3 also benefit from outlook in a second orientation. Flat 4 is single aspect, however the room depth and internal configuration is sufficient to ensure that there would be an acceptable outlook overall. The flank elevation of the proposed Block B at the adjoining site is at sufficient distance from the side facing windows of flats 5 and 6 to not be overly obstructive.
- 8.21 At first floor level, the flats can be entranced from the stairwell to the basement or the pedestrian access from Russell Hill. The majority of flats are again dual aspect, apart from flat 8 which is north facing but has the same internal layout as flat 8 on the lower floor, which is acceptable. The amenity spaces would be screened and a condition is recommended to ensure a suitable boundary treatment to ensure the privacy of these spaces. The second floor level of the building is accessible through two entrance cores. The layout differs from the lower floors, with two single aspect north-facing units. These units remain of an acceptable quality, with the spaces with lower demand for light and outlook (bathrooms and kitchens) positioned towards the interior of the building.
- 8.22 At third floor level, the layout is the same as first floor level albeit that projecting balconies are provided. Overall the accommodation would benefit from acceptable level of outlook. The private amenity spaces are sufficient distance apart such that there would be an acceptable level of mutual overlooking. The layout at fourth floor level is broadly similar to that of the second floor of the building and each flat would have adequate outlook and privacy. At the fifth floor, the depth of the building decreases. All but two of the flats (identical to those at the lower levels) benefit from dual aspect, which is acceptable. At sixth floor level (level 07 on the floor plans) the building reduces in depth significantly. All of the units at this level would benefit from an acceptable layout, outlook and sufficiently private amenity space.

Daylight and Sunlight

- 8.23 A series of Daylight & Sunlight Assessment have been submitted with the application against guidance contained with BRE's 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' End Edition, 2011'. See Appendix 3 for BRE sunlight and daylight definitions. One report assesses the Average Daylight Factor for the north-facing 'worst-case' units - units 3, 4, 9, 10 and 24 (living room only) and another assesses the ADF of units 1, 5, 9, 11 & 17 which are south facing. The submitted assessment of the 'worst case scenario' units confirms that these would exceed the standards for daylight in the BRE guidance and therefore the units in the same position with the same layout on the upper floors would also exceed the standards. Therefore, overall, the units would all benefit from adequate daylight.
- 8.24 The proposal has also been tested as part of the scheme for 29-35 Russell Hill Road. This considers the daylight and sunlight for future residents once the scheme is completed with 29-35 Russell Hill Road. From the 75 windows tested, 37 meet the BRE guidelines for the Vertical Sky Component (VSC), the remaining 38 do not. Officers have considered there to be major impact on 19 windows (where the loss of daylight is reduced within 50% to 100% of the BRE guidelines). The Annual Probable Sunlight Hours (APSH) has also been tested, 31 windows meet the guidelines for the required annual sunlight hours, the windows remaining do not.
- 8.25 The applicants have further tested the internal daylight. The conclusion of the ADF test show that all rooms tested achieved the guidelines set by BRE.
- 8.26 In conclusion, whilst the proposed development would result in some daylight and sunlight impacts for future occupiers, in the vast majority of instances where impacts beyond BRE guidelines occur, these are only minor in nature and where major impacts occur, good levels of daylight and sunlight are generally still maintained considering all rooms tested met the BRE guidelines for ADF. As such the daylight and sunlight implications of the proposed development for future occupiers are acceptable.

Communal Amenity and Child Play Space

- 8.27 In accordance with Policy DM10.5, communal amenity space would be accommodated within the central space and other landscaped areas.
- 8.28 The proposed development is required to provide a minimum of 126 square metres of child play space based on the child yield. There would be a total of 57m² of playspace, the details of which would be subject to condition. Whilst the development on its own provides a playspace area that is below the policy requirement due to the increase in affordable housing offer, the site is linked to the neighbouring site at 29-35 Russell Hill Road and it is likely that the overall useable area and quality will be significantly improved. The two sites at 37 Russell Hill Road and 29-35 Russell Hill Road would be linked through a legal agreement to ensure one does not start on site without the other site. Full details of landscaping and the playspace area with equipment would be secured by condition. In addition, the site is not in an area that is deficient in local parks. It is located within an easy walk of under 600m to the Rotary Field recreation ground further north.
- 8.30 Officers are satisfied that both the proposed communal amenity and child play space would be a feature of the scheme and a condition requiring the submission of the final detailed specification is proposed. All space would be available for all future occupiers.

Accessible Housing

- 8.31 The proposed entrance to the development would be accessed from a communal entrance accessed from the roadway, fronting Russell Hill. There would be a lobby leading through to stairs and lifts to the upper levels. 10.5% of the proposed units (5 in total) comply with Part M4(3) (Wheelchair User Dwellings) with the remaining units all being designed to comply with Part M4(2) (Accessible and Adaptable Dwellings). There would be 3 accessible parking spaces with level access to a lobby with a lift.

Trees and Landscaping

- 8.32 There are a number of trees on the site and in adjacent gardens. In terms of the trees on the site, the application has sought to retain these trees where possible and integrate them into the landscaping. In total one Category B tree and several small Category C trees would be removed. The Council's Tree Officer assessed the tree protection methods submitted for the protected tree and has confirmed these are acceptable. The application is accompanied by a landscaping plan, which is recommended to be secured via condition. A condition is recommended to ensure that retained trees are sufficiently protected during the construction of the development.

Transport, Parking and Highways

- 8.33 The submitted Transport Assessment concluded that travel modes would comprise mainly be by sustainable modes of travel. The minimal level of car traffic generation in the peak periods, will not adversely affect the operation of Russell Hill Road or the surrounding roads.
- 8.34 The scheme would provide 12 car parking spaces which is a ratio of 1 space per 3.9 units. Given the location (in close proximity to Purley District Centre, this is acceptable). The application also includes a parking beat survey following the Lambeth methodology, which confirms that there is good on-street parking capacity to provide any potential overspill without harming highway safety. Two of the parking spaces are oversized to provide for potential wheelchair use. As set out in the report on the accompanying application, a number of these spaces would potentially be used as overspill for other consented, but un-implemented developments. Even taking a worst case scenario into account, there would be sufficient on-street parking. To further reduce any impact it is proposed that the s106 agreement prevents future residents from applying for permits and that there is a residential travel plan and that a financial contribution is made to enhance active and sustainable travel options in the area.
- 8.35 Within the basement, adequate space would be provided to accommodate the refuse and recycling needs for the expected levels of occupants in the development. The scheme also includes 66 cycle parking spaces using a double stacked Falco system provided in the basement. The development complies with London Plan requirements. The applicant has committed to contributions to a pooled car club, healthy street initiative. A travel plan, restriction on parking permits and highways work are also covered in the legal agreement. Construction Logistic Plan and Service and Delivery Plan are subject to condition.

Other Planning Matters

Flooding

8.36 The site sits within Flood Risk Zone 1 (and thus is considered to be at a low risk of fluvial flooding) and the site is at a low risk of flooding from surface water and has the potential of groundwater flooding to occur at the surface. Infiltration SuDS techniques would be employed to deal with the excess run-off from the post developed site. The surface water run-off from the post developed site will be managed using precast ring soakaways. The proposed strategy reduces the risk of surface water flooding as far as it reasonably practicable. The LLFA have no objection to the proposal subject to a condition being imposed requiring the submission of a detailed strategy.

Sustainability

8.37 Policy SP6.2 requires new development to minimise carbon dioxide emissions, including that new dwellings (in major development proposals) must be Zero Carbon. As a minimum a 35% reduction in regulated carbon emissions over Part L 2013 is required, with the remaining CO2 emissions to be offset through a financial contribution.

8.38 The proposed development would achieve a 35.44% reduction in regulated CO2 emissions. The remaining regulated CO2 emissions shortfall would be covered by a carbon offset payment which would need to be secured through a S.106 agreement. A planning condition is recommended to secure compliance with the domestic water consumption target of 110 litre/person/day, to ensure sustainable use of resources.

8.39 In regards to land contamination, the site has been reviewed by the council's Land Contamination Officer whom has confirmed that no current or previous potential on-site contamination land uses were identified. Furthermore, no current or previous potential off-site contaminative land uses were identified within 100m of the site during the search.

8.40 London Plan Policy 7.14 (B) states that developments should minimise increased exposure to existing poor air quality and seek to contribute to addressing local air quality problems and Croydon Local Plan (2018) requires development to positively contribute to improving air, land, noise and water quality by minimising pollution. The proposal has been reviewed by the Council's Pollution Team and considered acceptable subject to the imposition of conditions. In addition in order to be acceptable a financial contribution is required to be secured via S106 agreement.

Ecology

8.41 In terms of wildlife and biodiversity, the applicant has submitted a Preliminary Ecological Assessment and there is no evidence of protected species such as bats and badgers. A condition is recommended requiring measures to enhance Biodiversity such as the installation of integrated bat roosts in the new building and further assessments of nesting birds.

Archaeology

8.42 An archaeological report submitted with the application concluded there are a number of known sites of archaeological significance within the vicinity of the proposed development. Any impact to below-ground archaeological remains can be mitigated through an agreed programme of archaeological works, and conditions shall be imposed.

Other

- 8.43 Croydon Local Plan policy SP3.14 and the Planning policy including the adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy – Review 2017 sets out the Councils' approach to delivering local employment for development proposal. A financial contribution and an employment and skills strategy would be secured as part of the legal agreement.
- 8.44 The development would be liable for both Mayoral Community Infrastructure Levy (CIL) and Croydon CIL. The collection of CIL would contribute to provision of infrastructure to support the development including provisions, improvement, replacement, operation or maintenance of education facilities, health care facilities, and opens space, public sports and leisure, and community facilities.

Conclusions

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

Appendix 1: Planning Policies and Guidance

The following lists set out the most relevant policies and guidance, although they are not exhaustive and the provisions of the whole Development Plan apply (in addition to further material considerations).

London Plan

- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.6 Children and Young People's Play and Informal Recreation Facilities
- Policy 3.8 Housing Choice
- Policy 3.9 Mixed and Balanced Communities
- Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 Affordable Housing Thresholds
- Policy 4.12 Improving Opportunities for All
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.3 Sustainable Design and Construction
- Policy 5.4A Electricity and Gas Supply
- Policy 5.7 Renewable Energy
- Policy 5.9 Overheating and Cooling
- Policy 5.10 Urban Greening
- Policy 5.11 Green Roofs and Development Site Environs
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.14 Water Quality and Wastewater Infrastructure

Policy 5.15 Water Use and Supplies
Policy 5.17 Waste Capacity
Policy 5.21 Contaminated Land
Policy 6.1 Strategic Approach
Policy 6.3 Assessing Effects of Development on Transport Capacity
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.1 Lifetime Neighbourhoods
Policy 7.2 An Inclusive Environment
Policy 7.3 Designing Out Crime
Policy 7.4 Local Character
Policy 7.5 Public Realm
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology
Policy 7.14 Improving Air Quality
Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
Policy 7.19 Biodiversity and Access to Nature
Policy 7.21 Trees and Woodlands

The Mayor of London has published and adopted Supplementary Planning Guidance, of which the Affordable Housing and Viability SPG, Housing SPG, Play and Informal Recreation SPG and Sustainable Design and Construction SPG are of relevance.

Croydon Local Plan (CLP)

The Croydon Local Plan was adopted on the 27th February 2018 and the main relevant policies to this application are as follows:

SP2 Homes
DM1 Housing Choice for Sustainable Communities
SP3 Employment
SP4 Urban Design and Local Character
DM10 Design and Character
DM13 Refuse and Recycling
DM16 Promoting Healthy Communities
DM18 Heritage Assets and Conservation
SP5 Community Facilities
SP6 Environment and Climate Change
DM23 Development and Construction
DM24 Land Contamination
DM25 Sustainable Drainage Systems and Reducing Flood Risk
SP7 Green Grid
DM27 Protecting and Enhancing our Biodiversity
DM28 Trees
SP8 Transport and Communication
DM29 Promoting Sustainable Travel and Reducing Congestion
DM30 Car and Cycle Parking in New Development
DM42.1 Purley and its Environs

Suburban Design Guide (2019)

Appendix 2: Drawing Nos

Proposed Site / Floor plans

PL_100 Rev.19 Level 00 (parking)
PL_101 Rev.19 Level 01 (ex. ground)
PL_102 Rev.18 Level 02 (entrance level)
PL_103 Rev.18 Level 03
PL_104 Rev.18 Level 04
PL_105 Rev.18 Level 05
PL_106 Rev.18 Level 06
PL_107 Rev.18 Level 07
PL_108 Rev.18 Roof Level & Landscaping Plan
PL_500 Rev.00 Combined Site Plan 29-37 Russell Hill Road

Existing Site / Floor Plans

PL_005 Rev.01 Existing Site Plan & Survey
PL_020 rev.01 Existing North / Russell Hill Elevation
PL_021 Rev.01 Existing North / Russell Hill Elevation at Street Level
PL_022 Rev.01 Existing South Elevation
PL_023 Rev.01 Existing East / Russell Hill Road Elevation
PL_025 Rev.01 Existing West / Rear Elevation
PL_027 Rev.01 Existing N/S Section Looking East /Low End
PL_028 Rev.01 Existing N/S Section Looking East / High End

Elevations

PL_200 Rev.18 Proposed North / Russell Hill Elevation
PL_201 Rev.18 Proposed North / Russell Hill Elevation at Street Level
PL_202 Rev.19 Proposed South Elevation
PL_203 Rev.19 Proposed East / Russell Hill Road Elevation
PL_203-B Rev.18 Proposed East / Russell Hill Road Elevation (with adjoining site)
PL_204 Rev.18 Proposed East / Russell Hill Road Elevation at Street Level
PL_205 Rev.18 Proposed West / Rear Elevation
PL_206 Rev.18 Proposed N/S Section Looking West
PL_207 Rev.19 Proposed N/S Section Looking East

Appendix 3: BRE Guidance Terms

Average Daylight Factor (ADF)

The ADF test calculates the average illuminance within a room as a proportion of the illuminance available to an unobstructed point outdoors, under a sky of known illuminance and luminance distribution.

The BRE Guidelines stipulate that kitchens should attain at least 2% ADF, living and dining rooms at least 1.5% ADF and bedrooms at least 1% ADF.

Vertical Sky Component

The BRE Guidelines stipulate that the diffuse daylighting of the existing building may be adversely affected if either:

- the vertical sky component (VSC) measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value (or reduced by more than 20%), known as “the VSC test” or
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value known as the “daylight distribution” test.

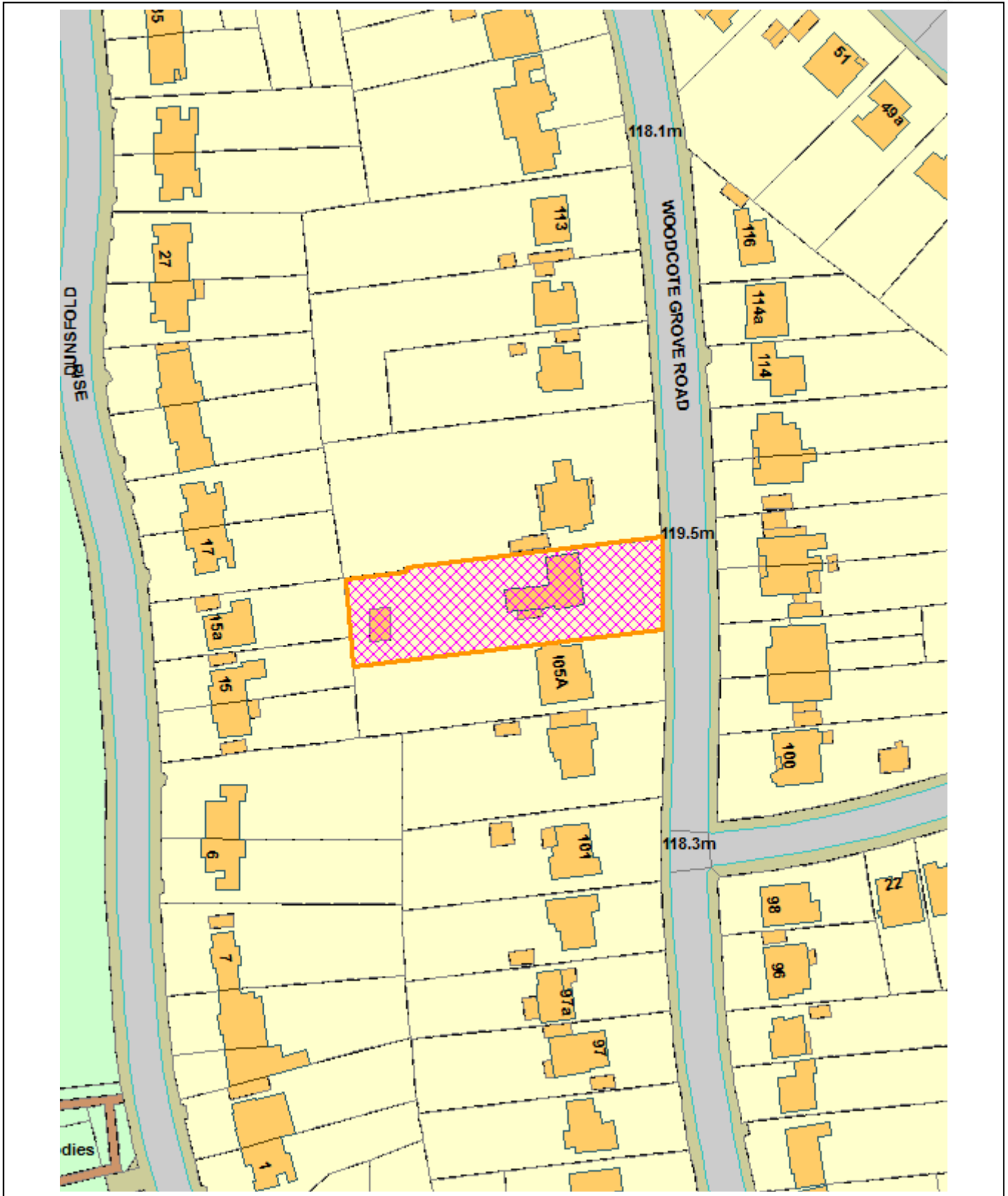
Annual Probable Sunlight Hours

The BRE Guidelines stipulate that the sunlight of an existing window may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual winter probable sunlight hours between 21 September and 21 March (WPSH); and
- receives less than 0.8 times its former sunlight hours (or a 20% reduction) during either period; and
- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

If one of the above tests is met, the dwelling is not considered to be adversely affected.

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PART 6: Planning Applications for Decision**Item 6.5****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/03539/FUL
 Location: 105 Woodcote Grove Road, Coulsdon, CR5 2AN
 Ward: Coulsdon Town
 Description: Demolition of a single-family dwelling and erection of one 3 and 4-storey block containing 7 flats and 2 houses with associated access, car parking, cycle and refuse storage.
 Drawing Nos: CX16-S1-101A; CX16-S1-102; CX16-S1-103B; CX16-S1-104A; CX16-S1-105A; CX16-S1-106A; CX16-S1-107A; CX16-S1-108A; CX16-S1-109A; CX16-S1-110A; CX16-S1-111A; CX16-S1-112A; CX16-S1-113; CX16-S1-114; Lift Details; Tree Report / Impact Assessment; SUDS; Flood Report; Energy Report; M4(2) Statement; External / Internal Sunlight Report; Transport Statement; Hard Landscaping Rev C; Soft Landscaping Rev C.
 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		1	2	9

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. Construction Logistics Plan
3. Details of facing materials

4. Landscaping
5. Cycle parking and refuse
6. Play space
7. Sustainability
8. Car parking
9. Hardstanding
10. Arboricultural report
11. Tree Protection Plan
12. Visibility splays
13. Sustainable urban drainage details
14. Windows restrictions
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 practice for Construction Sites
- 3)Construction Logistics Plan
- 4)Trees and shrubs
- 5)Refuse
- 6)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 four storey building including accommodation in roof-space and a short terrace of two houses connected to it.
- Provision of 6 x 2 bedroom flats (3 person), 1 x 3 bedroom flats and 2 x 4 bedroom houses.
- Provision of 11 off-street parking spaces including one disabled bay.
- Provision of associated refuse/cycle stores.

3.2 Amended plans were received showing internal and external changes to the building and minor amendments to the site plan. No re-notification was conducted because the amendments did not lead to a material change in circumstances.

Site and Surroundings

3.3 The application site is a large detached property situated on the west side of Woodcote Grove Road. The topography of the site is relatively flat.

3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Woodcote Grove Road, the majority of

properties appear to be detached family dwellinghouses. The site has a Public Transport Accessibility Level (PTAL) of 1b.

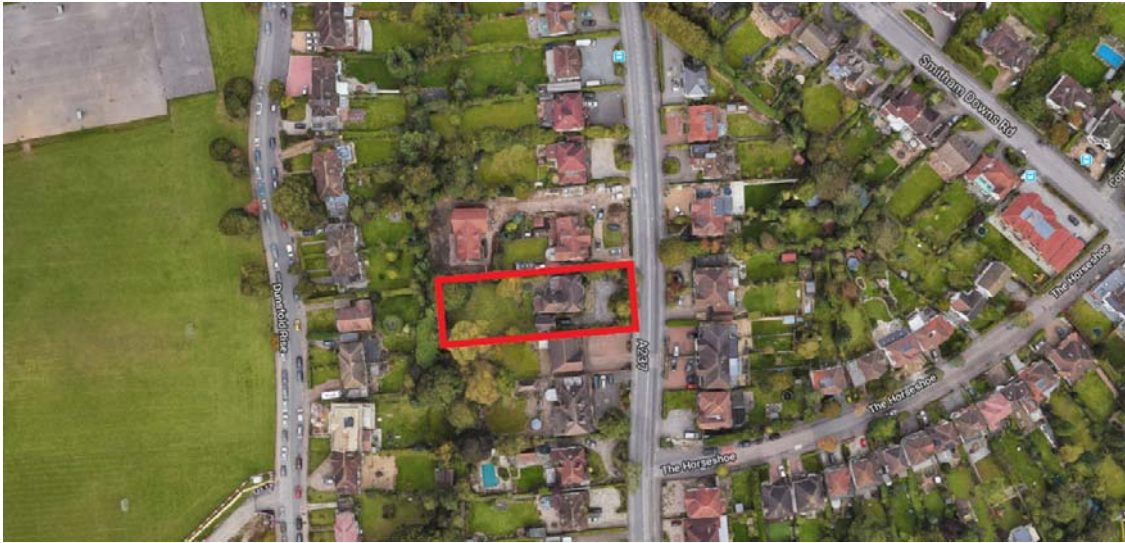


Fig 1: Aerial street view highlighting the proposed site within the surrounding street-scene

Planning History

3.5 None relevant

4. 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 1x three-bed flat and 2x four-bed houses.
- 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 15 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, a ward councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 18 Objecting: 18 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 8.2 – 8.6
Loss of family home	Addressed in the report at paragraph 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.6
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.12
Massing too big	Addressed in the report at paragraphs 8.7 – 8.12
Over intensification – Too dense	Addressed in the report at paragraph 8.7 – 8.12
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.7 – 8.12
Accessible provision	Addressed in the report at paragraphs 8.21
Number of storeys	Addressed in the report at paragraphs 8.9
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.13 – 8.17
Loss of light	Addressed in the report at paragraphs 8.13 – 8.17

Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.17
Overlooking	Addressed in the report at paragraphs 8.13 – 8.17
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.17
Refuse store	Addressed in the report at paragraphs 8.28
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.23 – 8.29
Not enough off-street parking	Addressed in the report at paragraphs 8.23 – 8.29
Negative impact on highway safety	Addressed in the report at paragraphs 8.23 – 8.29
Refuse and recycling provision	Addressed in the report at paragraphs 8.23 – 8.29
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.35
Impact on wildlife	Addressed in the report at paragraphs 8.30 – 8.32
Impact on flooding	Addressed in the report at paragraph 8.34
Local services cannot cope	Addressed in the report at paragraph 8.37
Lack of affordable homes	Addressed in the report at paragraph 8.36
Impact on trees	Addressed in the report at paragraphs 8.30 – 8.32

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. 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)

- 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
- DM37 – Coulsdon

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. Furthermore the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Woodcote Grove Road consists of detached houses.
- 8.4 The proposal, whilst incorporating flatted accommodation, has been designed to appear as a large house which would maintain the overall character of neighbouring properties.
- 8.5 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The existing unit is a 4-bed house and the proposal would provide 2 x 4 bed and 1 x 3 bed units which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable and would result in a net gain in family accommodation.
- 8.6 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that 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 (229 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 (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.

The effect of the proposal on the character of the area and visual amenities of the streetscene

- 8.7 The existing property is not protected from demolition by existing policies and its demolition is acceptable subject to a suitably designed replacement building coming forward. The proposal seeks to replace it with 9 units. The scheme has

been specifically designed with a pitched roof and design characteristics that are similar to those seen on the dwellings within the area. Officers are satisfied that the scheme respects the street-scene and is acceptable when assessed against the SDG.

8.8 The Croydon Local Plan has a presumption in favour of three storey development and the application seeks to provide a three-four storey property providing a high quality built form that respects the land level changes, 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. The taller element of the building is located on the south side, adjacent to 105A, which responds sympathetically to the character of the area. Although the gap to each side boundary does not meet the 1.5m requirement of the SDG, the separation would be at least 1m and is considered to be acceptable given the character of the local area.



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 gables and bays to the front elevation, maintaining the overall street scene with use of an appropriate materials palette with an adequate balance between brick and glazing and appropriate roof proportions. The half timbering is also found on the adjacent building and half-hips are on the current building.

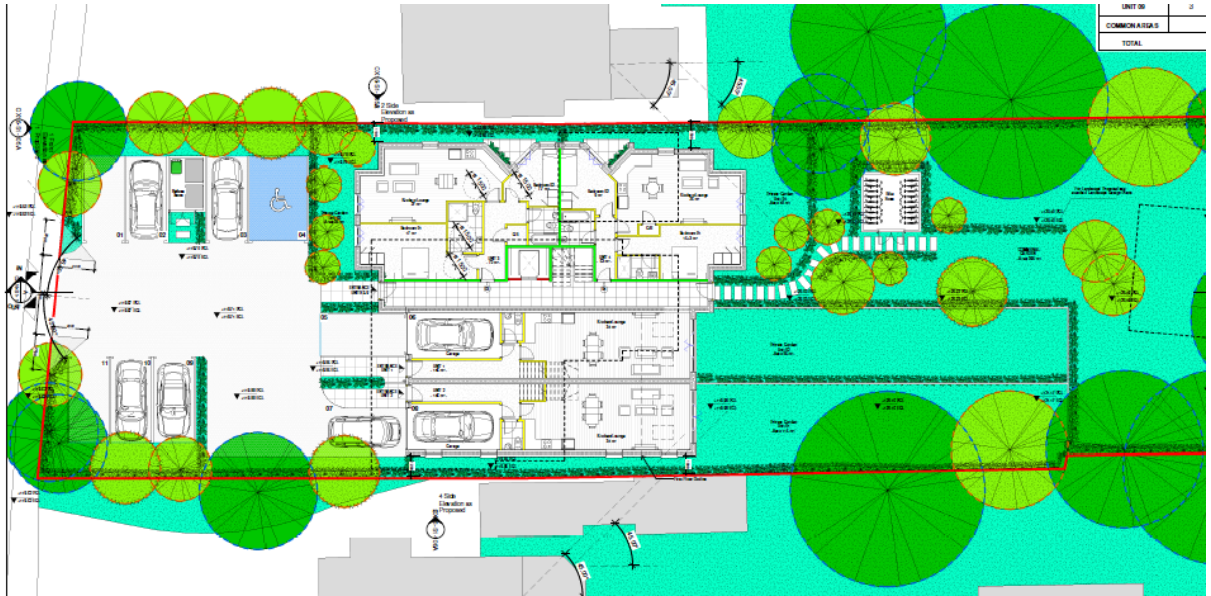


Fig 3: Proposed first floor site plan showing proposal in relation to neighbouring properties

8.11 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. Whilst the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a section of soft landscaping along the boundary. Four category C trees would be removed from the front boundary. Replacement tree planting is proposed. 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.

8.12 The application site is a substantial plot within an established residential area. The scale and massing of the new build would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively intensifying it and the layout of the development would respect the streets pattern and rhythm.



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

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

8.13 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, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining properties at 105A and 107 Woodcote Grove Road; dwellings to

the rear on Dunsfold Rise; and the dwellings opposite on the east side of Woodcote Grove Road.

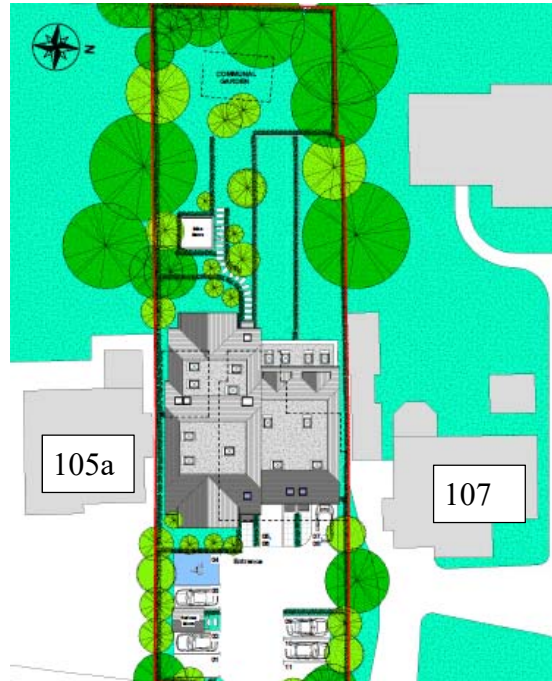


Fig 6: Proposed side elevations

105A Woodcote Grove Road

8.14 This dwelling is to the south of the proposal site. The proposal would follow a similar front building line as this property and so not impact significantly on forward facing windows. A daylight/sunlight assessment has been carried out for the habitable rooms which identifies 1 non-habitable room and 1 secondary window in the side elevation, this window may experience a moderate impact in terms of daylight however it is not considered to be a primary window to a habitable room. It is noted that 105A has constructed a single storey extension close to the boundary which means that the ground floor window is not significantly affected by the proposal. Balconies are proposed in-board in the rear

facing bay window. As these have screens to the side they would prevent significant overlooking to the neighbours' garden. This is considered to be an acceptable relationship.

107 Woodcote Grove Road and the dwelling to the rear of 107 Woodcote Grove Road

8.15 These dwellings are to the north of the proposal site. A daylight/sunlight assessment has been conducted for the habitable rooms of no.107 which identifies 4 side windows. A Vertical Sky Component Analysis under BRE guidelines has concluded that the window receptors meet the minimum requirements set by BRE guidelines apart from one of these windows which may experience a minor impact in terms of daylight. The report concludes that the minor impact is acceptable. This is considered to be an acceptable relationship in a suburban setting such as this and noting that the SDG sets out that minimal protection is offered to side facing windows and the impact on the property overall would be minimal.

8.16 The dwelling to the rear of 107 would be at sufficient distance from the proposal to comply with the SDG guidance and as the property is to the north, any overlooking is at an oblique angle of approximately 45 degrees.

Dwellings opposite and to the rear

8.16 It is considered that given the separation distances of over 30m that there would not be a significant impact on these dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

8.17 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.

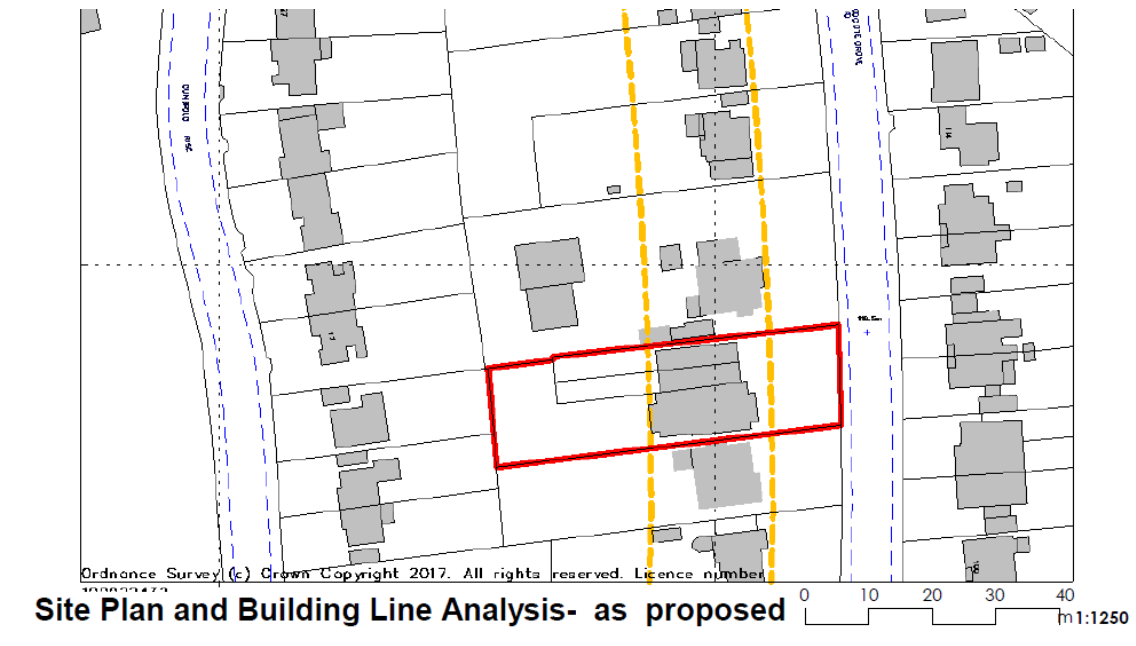


Fig 7: Plan showing relationship to neighbouring properties

The effect of the proposal upon the amenities of future occupiers

- 8.18 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.
- 8.19 The units would have access to private and communal amenity space which meets the required standard. It is noted that the two ground floor units adjacent to the southern boundary have a second bedroom with a side window in close proximity to the boundary. Amendments have been received which make this a small amenity space to provide greater light and outlook. Whilst it is acknowledged that this level of light would be restricted, the units overall have good light and outlook from forward facing main bedrooms and master bedrooms.
- 8.20 The local plan also requires all flatted development to provide new child play space as well as the amenity space to be provided. In terms of the child play space, this can be secured through use of planning conditions.
- 8.21 In terms of accessibility, a lift is proposed to the block of flats. A condition has been added requiring all units to be M4(2) accessible and 1 unit to be an M4(3) wheelchair user dwelling.

8.22 Overall the proposal 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, and thus accords with relevant policy.

Traffic and highway safety implications

8.23 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 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.

8.24 Although no parking survey has been provided, this scheme proposes 11 on-site parking bays with 1 space designated for each unit (7 bays and 2 garages for residents) plus 2 visitor spaces in front of the garages for the houses, 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. As a result of the on site provision there is unlikely to be a significant overspill of parking on the highway.

8.25 There are a number of representations that refer to the highway safety at the site. In respect to highway safety, the access is centrally located with good visibility and vehicles have the ability to turn on site. A swept path plan has been accepted by highways engineers, this will allow for vehicles to enter and exit in first gear. The refuse bins are located be close to the highway for collection.

8.27 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. 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. Vertical cycle parking would not be appropriate. This can be secured by way of a condition.

8.28 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 in front of the building within the hardstanding. It can be secured by condition.

8.29 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

8.30 The site is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening. The proposed landscape design protects most of the existing trees and provides a large variety of bushes and hedges. A landscaping and planting plan has been submitted and can be conditioned. 4 category C trees will be removed, none of these trees are considered to have a high amenity value. 9 new trees will be planted at the entrance, 3 in the communal garden and 8 in the private gardens.

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

8.32 No protected species have been observed on site. A condition has been added requiring a biodiverse planting area at the rear.

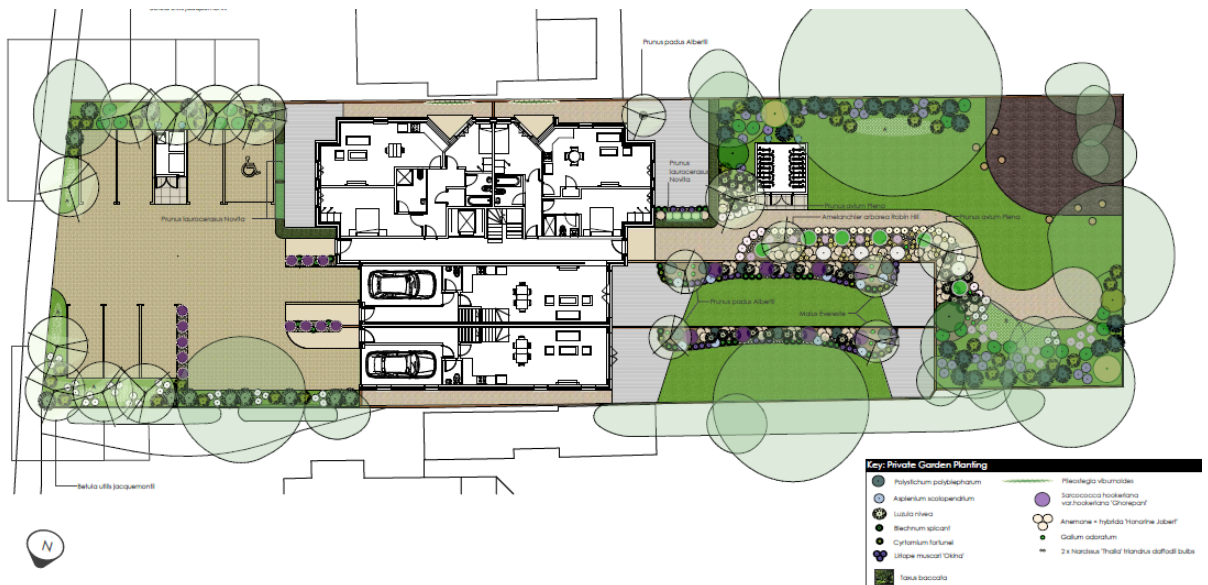


Fig 8: Extract from submitted soft landscaping scheme

Sustainability Issues

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

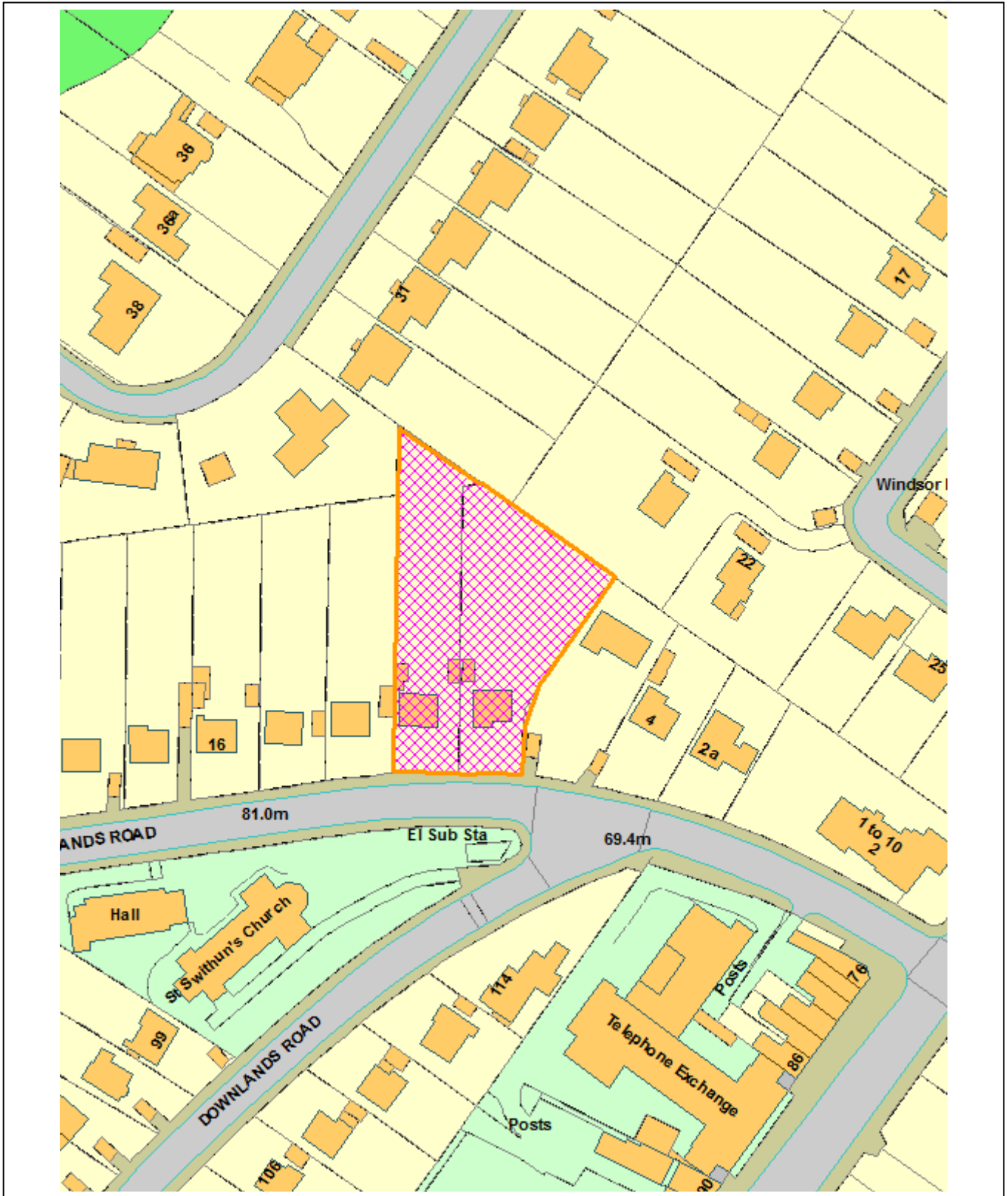
Other Matters

- 8.34 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 a condition.
- 8.35 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.
- 8.36 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.
- 8.37 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

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

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1. SUMMARY OF APPLICATION DETAILS

Ref: 19/04152/FUL

Location: 8-10 Grovelands Road, Purley, CR8 4LA

Ward: Purley and Woodcote

Description: Construction of three building blocks with heights ranging between four to five storeys to accommodate 44 flats with associated vehicular parking spaces, a new vehicular access, cycle and refuse stores and hard and soft landscaping; following demolition of existing two dwellinghouses.

Drawing Nos: A-00 Rev 4; A-01 Rev 2; A02 Rev 2.1; A-03 Rev 2; A-04; A-05; A-06; A-07 Rev 2; A-08 Rev 2; A-09; A-10; A-11 Rev 2; A-12 Rev 2; D-01; D-02A Rev 2; D-02B Rev 2; D-02C Rev 2; D-03; D-04; D-05; D-14; D-15; D17Rev 2; D18; Site Location Plan; (Surface Water Drainage Strategy Preliminary Layout) Dwg no: 4418-01 ; PLANNING STATEMENT, dated Nov 2019; BS5837:2012, Ref: 2019012.1 v2.0 and dated 11 February 2019; CONSTRUCTION LOGISTICS PLAN, Ref: 2212018A Rev 2, dated 10/10/2019; (UPDATED) TRANSPORT ASSESSMENT, dated 25 October 2019; SURFACE WATER DRAINAGE STRATEGY (SWDS) AND FLOOD RISK ASSESSMENT, Ref: 4418 and dated 07/05/2019; Preliminary Ecological Appraisal, Ref; 4417 and dated 12 April 2019; Bat Survey, Ref: 4417. June 2019; Noise Assessment, Ref: 4417, April 2019; ENERGY STATEMENT, Prepared by: H Davey and dated 26 July 2019; and Waste Management Plan, Version 2019C, Oct 2019.

Applicant: Mr Lombard – Purple Pepper Partnership

Case Officer: Karim Badawi

	1B 2P	2B 3P	2B 4P	3B 5P	Total
Existing Provision				2	2
Affordable Rent	1		4	2	7
Shared Ownership	1	1	2	1	5
Market Housing	11	9	9	3	32
Total Proposed	13	10	15	6	44

70% of the units are proposed for Private sale; 30% of the habitable rooms are proposed for Affordable Housing with a split of 41% Shared Ownership and 59% Affordable Rent by Habitable Room.

Number of car parking spaces	Number of cycle parking spaces
31	89

1.1. This application is being reported to Planning Committee as 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 prior to the completion of a legal agreement to secure the following:

- a) Affordable housing – 13 units (7 x affordable rented and 5 x shared ownership);
- b) Local Employment and Training contributions;
- c) Financial contribution towards air quality;
- d) Contribution to car club space;
- e) S278 Agreement for the implementation of the highway works;
- f) Carbon offsetting contribution;
- g) Private Waste and Recycling collection for the whole development;
- h) Monitoring fee; and
- i) And any other planning obligations considered necessary.

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

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

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions

Pre-Commencement Conditions

3. Details and samples of materials to be submitted for approval;
4. Landscaping and child play / communal amenity space and boundary treatment
5. Details of children’s play-space to be submitted for approval;
6. Full details of cycle storage to be submitted for approval;
7. Lighting of bin and bike stores, surface and basement parking to be submitted for approval;
8. Construction Method Statement

9. Infiltration test and design to be submitted for approval of the LLFA.

Pre-Occupation Conditions

10. Public Art details to be submitted for approval;
11. Details of electric vehicle charging point to be submitted;
12. Delivery and servicing plan
13. Car park management plan
14. Bat light
15. Submission of a copy of the EPS license for bats prior to commencement of any development;
16. Replacement trees to be planted prior to occupation in accordance with the submitted Landscape plan.
17. Energy efficiency / sustainability
18. BREEAM (prior to occupation) (S4)
19. Secured by design (D4)

Compliance Conditions

20. Accessible homes;
21. Obscure-glazed side windows for non-habitable rooms;
22. Obscure-glazed side windows for Unit 1;
23. Car parking provided as specified;
24. Refuse/cycle parking provided as specified;
25. Visibility splays as approved;
26. Accord with the submitted Construction Logistics Plan
27. Accord with Conclusions and Recommendations section of the submitted Preliminary Ecological Appraisal;
28. Accord with Recommendations section of the submitted Bat Survey;
29. Accordance with Tree Protection Plan
30. Accord with the mitigation measures stated within Surface Water Drainage Strategy (SWDS) and Flood Risk Assessment;
31. Water efficiency
32. Accord with mitigation outlined in Noise Assessment
33. Unexpected contamination
34. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Nesting birds in buildings
5. Environment Agency advice to applicant regarding contaminated land, piling, drainage and disposal of soil.
6. Light pollution
7. Requirement for ultra-low NOx boilers
8. Thames Water informatives regarding underground assets and public sewers

9. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3. PROPOSAL AND LOCATION DETAILS

Proposal

3.1. Fig. 1: Proposed Site Plan.



- 3.2. The proposal is for the construction of three building blocks with heights ranging between four to five storeys to accommodate 44 flats (13 x 1-bed, 25 x 2-bed and 6 x 3-bed) with 31 associated parking spaces, a new vehicular access, cycle and refuse stores and hard and soft landscaping; following demolition of existing two dwellinghouses.
- 3.3. The proposed buildings would comprise the following:
- Hunts Building facing Grovelands Road with a height of four storeys above basement level. It would accommodate nine one-bedroom units, seven two-bedroom units and two three-bedroom units.
 - Andrew West building to the west corner with a height of three-storeys above basement level. It would accommodate two one-bedroom units, seven two-bedroom units and two three-bedroom units.
 - Andrew East building to the east corner with a height of four storeys, including basement level. It would accommodate two one-bedroom units and ten two-bedroom units. This block would be entirely dedicated to the affordable housing provision within the development.
- 3.3. The proposed parking provision would comprise the following:
- 16 car parking spaces, including two disabled car parking spaces, under Hunts Building; with direct access from Grovelands Road.

- 15 car parking spaces within the basement of Hunts East building; accessed through new vehicular access along the east boundary of the site.
 - Cycle parking accommodating 74 bicycles within a dedicated space at the ground floor of Andrew East building, in addition to further spaces within the vehicle car parking areas.
- 3.4. Provision of a communal amenity space with a surface area of 306 sqm which includes a 103-sqm children's play area, in addition to refuse stores and a refuse collection area.
- 3.5. During the course of the application amended plans have been received. The main alterations to the scheme have been as follows:
- Amendments to the car parking layouts. (Reason: To introduce disable car parking spaces and improve the refuse store size and location).
 - Amending the Hunt Block car park entrance. (Reason: Following Strategic Transport request)
 - Changes to the proposed soft landscaping (Reason: To introduce significant replacement trees in response to the removal of trees on site)
 - Converting one three-bedroom unit into a two-bedroom unit. (Reason: The new location of the rear refuse store was in close proximity to the main window of one of the bedrooms which would impact the quality of the proposed dwelling. The conversion allowed said window to be secondary).

Site and Surroundings

- 3.6. The application relates to a site which comprises two large two-storey family dwellings. The site sits to the north side of Grovelands Road with an area of 0.24 hectare (2404 sqm), close to the junction with Downlands Road. The site's contour level ascends steeply from east to northwest. It borders Nos 6 and 12 to the east and west respectively and Nos. 33 & 35 Boxridge Avenue and 21 Purley Rise to the north.
- 3.7. **Fig. 2:** Aerial View for the site's location.



- 3.8. The vicinity of the site has a steep, steady rise towards the west of Grovelands Road and is mainly residential comprising of two-storey detached dwellinghouses, the junction with Downlands Road comprises church buildings and the frontage along Brighton Road comprises large mixed-use buildings with three storeys.
- 3.9. The site has a PTAL rating of 4 with an eight minute walk from Reedham railway station and within walking distance to local amenities on Brighton Road.
- 3.10. The site is not subject to a formal tree preservation order; however the north of the site borders heavy vegetation. The site falls outside a medium flood risk zone which extends along Grovelands Road.

Planning History

- 3.11. There are no recent planning applications of relevance at the application site. However Members should be aware of previous pre-application enquiries as detailed below:
 - 18/06036/PRE – Residential development of 49 units
 - 19/01196/PRE – Residential development of 43 units.
- 3.12. Applications of interest within the surrounding area are detailed below:
99 Downlands Road
 - 19/04169/FUL - Demolition of existing dwelling and erection of a two storey block containing 1no 3 Bed, 2no 2 bed and 6no 1Bed apartments with associated access, 2 parking spaces, 16 space cycle storage and refuse store. [Withdrawn 18/11/2019]

4. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The proposal includes 30% affordable housing, in accordance with local plan requirements and is the maximum reasonable level of affordable housing currently deliverable in view of scheme viability.
- The proposal includes a policy compliant number of family units.
- The proposed design and appearance of the scheme would be acceptable; the proposed heights would not be excessive considering the steep contour levels of the site. Whilst acknowledged that the mass of built form is significantly greater than the existing structures of site, the proposal accords with the thrust of guidance contained within the Suburban Housing Design SPD.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The proposed residential development would provide quality accommodation for future occupiers and adequate amenity provision.
- The level of parking and impact upon highway safety and efficiency would be acceptable.

- Sustainability aspects have been properly assessed and their delivery can be controlled through planning obligations and planning conditions.

5. CONSULTATION RESPONSE

Lead Local Flood Authority (statutory consultee)

- 5.1. The response from the Lead Local Flood Authority (LLFA) stated that the preferred discharge of surface water for the applicant was infiltration according with the submitted Flood Risk Assessment. However, this would require necessary testing to be designed at a later stage. Accordingly, requested conditions for infiltration testing and its design and for the applicant to have full consultation with Environment Agency and Thames Water as necessary.
- 5.2. 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 21 letters of notification to neighbouring properties, and two site notices in the vicinity of the application site. The number of representations received from neighbours, a Residents' Association, a local ward Councillor and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 26 Objecting: 20 Supporting: 6

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.
- 6.3. The following issues were raised in representations and are material to the determination of the application:

Objection	Response
<i>Principle of development</i> Full assessment within Section 8A of this report.	
Proposal is contrary to the NPPF, Croydon Local Plan 2018 and Suburban Design Guide 2019 in terms of design, respect to the character of the area.	Officers are satisfied that the proposal would be in line with these documents as discussed in detail within Section 10 of this report.
Overdevelopment and intensification	Officers are satisfied that the proposed density would be in line with the London Plan.

Loss of two family homes	The proposal would provide six three-bedroom units and the loss of two family homes would be acceptable.
Design Full assessment within Section 8C of this report.	
The proposal is not in keeping with the character of the area.	The character of the area is mixed and includes flatted blocks.
The proposed massing is bulky and out of keeping with the context	The proposed design, materials and height would break up the massing of the proposal.
The proposal is an overdevelopment to the site.	Officers are satisfied that the proposal provides appropriate development to the site.
The proposal would be overbearing on the setting of St Swithuns Church	The proposal would not exceed the height of the church and the site is set with an adequate distance to disperse any direct impact onto the setting of the church. Furthermore, the church building is not listed and its setting does not have any designation within the local plan.
The proposal should have a lower height with tiled pitched roofs to make it more acceptable.	Officers are satisfied that the design of the proposal and its appearance.
The proposed grey brick colour is unattractive and the proposal should include red brick and white render	Planning process should not prevent or discourage innovation or change as per the NPPF paragraph 127.
Elevated sites in Purley are inappropriate for flat developments, three-floor developments are only acceptable in Brighton Road Area.	Every application is treated on its own merits. Officers are satisfied this scheme is appropriate to its context.
Proposed Residential Full assessment within Section 8D of this report.	
Inadequate amenity spaces for future occupiers	The proposed amenity space would accord with Croydon Local Plan.
Overlooking between proposed units and with adjoining neighbours	The proposed windows are aligned to avoid inter-overlooking between each other and windows along the boundary would be inset to avoid direct overlooking onto neighbouring properties.

Poor quality development	Officers are satisfied that the proposal would provide quality residential accommodation for future occupiers.
Neighbour Amenity <i>Full assessment within Section 8E of this report.</i>	
Overshadowing onto No. 21 Purley Rise	Officers are satisfied that there would not be significant impact onto due to the proposal's overall height and its separation distance with this neighbouring property.
Loss of privacy to No. 21 Purley Rise	Addressed in the report at paragraphs 8.19 – 8.24
Overlooking survey is not accurate as identified screening trees are not substantial and deciduous.	The Council Tree officer visited the site and did not agree that the trees were deciduous and did provide sufficient privacy screening.
Impact on amenities of adjoining occupiers	Officers are satisfied that the proposal would not impact the amenities of adjoining occupiers as per the assessment within this report.
Traffic & Parking <i>Full assessment within Section 8F of this report.</i>	
Potential parking overspill onto the road	The Council Strategic Transport are satisfied with the proposed parking level.
Potential overspill would impact church visitors, particularly the elderly. Planning committee should consider effective controls put in place to maintain ease of parking and access.	Church parking is out of the application remit and the area does not have a CPZ to enforce any controls.
Impact on traffic movement	The Council Transport Officer did not raise an objection to the proposal.
Impact on Ecology <i>Full assessment within Section 8G of this report.</i>	
Loss of green space would impact wild life.	Appropriate mitigation measures are conditioned to minimise impact on potential existing wildlife.
Tree labelled T19 on the plans for removal is in a good condition and not fair condition as submitted by the applicant.	The Council Tree Officer carried out a site visit and confirmed the tree was in the specified category and did not raise an objection to its removal.

Tree labelled T19 falls on a shared boundary with No. 21 Purley Rise and its ownership is not solely for the applicant.	The applicant submitted a Land Registry Drawings of their ownership accompanied with a Tree Surveyor plan which showed the tree falling within their ownership. The Council Tree Officer carried out a site visit and confirmed the tree falls within the site's boundary but grew to push towards the shared boundary fence.
Loss of green space which is needed on the west side of Purley.	The existing green space is private, the flatted nature of the proposal would not require the same level of green space provision and the proposal would provide generous communal green space.
The proposal would include cutting down a high number of mature trees which would be contrary to politicians green policy.	The NPPF, the London Plan and Croydon Local Plan do not prohibit cutting down trees. The Council Tree Officer did not raise objections regarding the loss of non-TPO trees, the proposed landscape Plan would provide replacement trees to overcome the harm of removing existing trees.
Other matters	
Shared ownership of Tree T19 with No.21 Purley Rise.	This is a civil matter between the applicant and the neighbouring property.
Lack of communication with the community contrary to the NPPF.	The applicant confirmed engagement with the adjoining properties prior to the submission of the application.
Impact on local infrastructure.	The application would be liable for CIL payment which would contribute to delivering infrastructure to support the development of the area.
Impact on construction works onto adjoining properties in terms of waste, noise and air pollution.	The decision notice would include a Construction Method Statement to ensure minimum distribution to neighbouring properties during construction process.

6.4. Note that a number of non-planning related concerns (eg loss of view, setting a precedent, loss of property value, etc) were also raised.

- 6.6. Purley and Woodcote Residents Association objected to the application, raising the following (summarised) planning related concerns:
- Overdevelopment of the site;
 - Out of keeping with the locality and surrounding townscape, as a result of its massing, form, and overall design / appearance.
 - The density of buildings on the site results in minimal and insufficient amenity space for future occupiers.
 - Poor configuration and size of proposed flats due to the proposal attempt to minimise overlooking (within the development and for neighbours) and minimise loss the trees.
 - Detrimental to the amenity of occupiers of adjoining properties such as visual intrusion, increased noise and loss of privacy.
 - Inadequate car parking would result in additional on-street parking, putting parking pressure on the surrounding area, and
 - Increasing traffic movements would endanger road safety
 - Loss of a further two family homes

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. 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 2016, 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 2016
- 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
- DM43 – Sanderstead

- 7.6. Suburban Design Guide Supplementary Planning Document (SPD) 2019
- 7.7. 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.
- 7.8. Other relevant Supplementary Planning Guidance as follows:
- London Housing SPG, March 2016
 - National Technical Housing Standards, 2015
 - National Planning Practice Guidance

8. MATERIAL PLANNING CONSIDERATIONS

- 8.1. The principal issues of this particular application relate to:
- A. The principle of the development
 - B. Affordable Housing and Housing Mix
 - C. The Design of the Proposal and its Impact on the Character of the Area
 - D. The Quality of the Proposed Residential Accommodation
 - E. Impact on Neighbouring Amenity
 - F. Impact on Highways, Parking and Refuse Provision
 - G. Impacts on Trees and Ecology
 - H. Sustainability and Environment
 - I. Other matters
 - J. Planning Obligations

The Principle of Development

- 8.2. Proposed Land Use: Paragraph 11 of the NPPF 2018 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 68 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites.
- 8.3. The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites.
- 8.4. The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme within a residential area; it would comprise three building to accommodate 44 flats which would accord with the above national and local policies. Accordingly, the proposed land use would be acceptable in principle.

- 8.5. Loss of Existing Land Use: Policy DM1.2 of the CLP (2018) permits residential redevelopment where it would not result in the net loss of three-bedroom homes or the loss of homes smaller than 130 sqm. The proposal would provide six three-bedroom flats following the demolition of two family homes. Accordingly, it would not result in a net loss of three-bedroom homes the proposal would be acceptable.
- 8.6. Density: The site falls in an urban setting and has a PTAL score of 4. Table 3.2 of The London Plan identifies a density of 200-700 habitable rooms/ha and 45/185 units/ha as being appropriate. The proposal would result in a density of 508 hr/ha and 183 u/ha. Accordingly, the density of the proposal would be in line with the optimum matrix set by the London Plan (2016) and the proposal would be acceptable.
- 8.7. In summary, the proposed residential use and its density would be acceptable in principle. The proposal would accord with the National and Local requirements and would optimise the delivery of additional housing in the borough.

Affordable Housing and Housing Mix:

- 8.9. Affordable Housing: Policy SP2 of the CLP (2018) states that to deliver affordable housing in the Borough 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. CLP Policy SP2.5 requires a minimum provision of affordable housing to be provided preferably as a minimum level of 30% affordable housing on the same site as the proposed development.
- 8.10. A full viability appraisal, prepared by Arebray Development Consultancy (ADC), accompanied the submitted documents for the planning application. During the course of the application, the applicant explained that they were in discussion with a Registered Provider (RP), Optivo, to take on the whole development. The RP, as a developer would offer to provide the whole of Andrews East block, 11 units (25%), as affordable housing, with a tenure split of 60:40 ratio between shared ownership and affordable rent. This block comprises two x 1-bedroom flats, eight x two-bedroom flats and one three-bedroom flat.
- 8.11. The Council's third party assessors, HCA DAT, carried out their own appraisal to the scheme; carried out different scenarios, including a scenario for the applicant's offer. HCA DAT advice was that the scheme could achieve the proposed 25% affordable housing within Andrew East with a 60:40 ratio between affordable rent and intermediate homes in addition to a surplus of £66,714 which would accord with policy SP2.4.
- 8.12. The Council's Housing Advisor agreed with the third party assessor finding and added that the applicant could agree to provide further units to achieve 30% onsite affordable housing and avoid a review mechanism at a later date in the development. The applicant agreed to this term and offered an additional three-bed unit as affordable rent within Hunt block.

- 8.13. In summary, the final agreed offer would be 30% affordable housing, from which would be 59% affordable rent and 41% shared ownership per habitable rooms. This would be in accordance the Policies SP2.4 and SP2.5 of the CLP (2018).
- 8.15. Housing Mix: Policy SP2.7 of the CLP (2018) seeks to ensure that a choice of homes is available to address the borough’s need for homes of different sizes and that this will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. Policy DM1.1 of the CLP (2018) requires a minimum provision of homes designed with three or more bedrooms on sites of 10 or more dwellings. In suburban settings with PTAL 4 or above, the requirement would be 60% three or more bedroom units. The policy goes on to say that within three years of the adoption of the plan, where a viability assessment demonstrates that larger homes would not be viable, an element may be substituted by two-bedroom (four person) homes.
- 8.16. The proposal of 44 units would have the following mix of dwelling:

Unit size	Proposed Number	Percentage
1-bed/2-persons	13	30 %
2-bed/3-persons	10	22 %
2-bed/4-persons	15	34 %
3-bed/4-person	6	13 %
Total	44	100%

- 8.17. The proposal would provide 47% of three-bedroom and large two-bedroom units. However, Policy DM1.1 sets an exception for a change in mix where there is an agreement with an affordable housing provider that three or more bedroom dwellings are neither viable nor needed. As per the previous section, the applicant has an agreement with an RP to take over the whole development and agreed the final provision of the family units. Accordingly, the proposed unit mix would be acceptable and in line with Policies SP2.7 and DM1.1.

The Design of the Proposal and its Impact on the Character of the Area

i. Pattern and Layout:

- 8.33. Policy DM.10 of the CLP (2018) states that proposals should be of high quality, respect the development pattern, layout and siting. The proposal would comprise one building onto Grovelands Road, Hunt block, and two buildings to its rear, Andrew East and Andrew West blocks. Hunt block would follow the existing front building line and would sit towards the east corner of the plot. Andrew blocks would be parallel to the angled lines of the rear edge of the site creating an irregular shaped area between the three buildings with widths ranging from 14 to 20 metres comprising pathways, landscaped communal amenity area, children’s play area and private amenity spaces to ground floor units.

8.34. The proposal would utilise the site's topography to form basement levels to accommodate vehicle parking, cycle parking and bin stores. The vehicle car parks would sit below Hunt and Andrew West blocks with access from the public highway. Hunt's car park would have a direct access-ramp from the front of the development. Andrew's car park and pedestrian entrance would be along the side of the Hunt block, providing a sense of arrival to the development and creating a legible separation between the public highway and the private development. The decision notice would contain a condition for landscape details to be submitted to ensure a high quality level of the landscaped areas.

8.35. **Fig. 3:** Proposed Site Plan.



8.36. Considering all the points raised above, the proposal would provide a high-quality public realm with a comprehensive layout, clear, well defined public and private spaces. The proposed vehicle and cycle parking at basement levels would not cause an undue impact on the appearance of the area. Accordingly, the proposed pattern and layout would be acceptable and in line with DM10.

ii. Scale and Height:

8.36. Policy DM.10 of the CLP (2018) states that proposals should be of high quality, seeking to achieve a minimum height of 3 storeys and should respect...the scale, height, massing, and density.

8.37. Figure 2.10c from Policy 2.10 of the Suburban Design Guide SPD (2019) (SDG (2019)) states that: *Where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope below.* Figure 2.10d of the same policy states that:

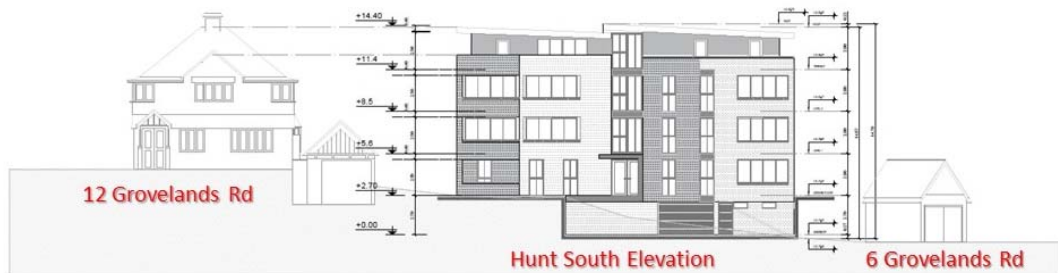
'Where surrounding buildings are predominantly single storey, new development should seek to accommodate a third storey within the roof space'

8.38. **Fig. 4:** Figure 2.10c and Figure 2.10d of the SDG (2019).



8.39. The proposal sits at the middle of a steep hill which rises towards the west side of Grovelands Road. This road comprises detached dwellinghouses with two and three storeys. The immediate neighbours on Grovelands Road are a detached bungalow and a two-storey detached dwellings to the east and west respectively. The site has a steep topography, making a valley of its southeast corner with a slope steepness of 16% upwards to the northwest corner. The site also has a difference of 3.8 metres in height between the southeast and the southwest corners. This difference in height is consistent along the streetscene and provides a gradual increase of one-to-two stories along Grovelands Road.

8.40. **Fig.5:** Height comparison for Hunt block:



8.41. Objection letters raised concerns of the proposed five- and four-storey height and its impact on the character of the area. However, the recommendations of the SDG (2019), mentioned above, combined with the streetscene steep setup would deem a height of four storeys above ground level acceptable.

8.42. Hunt block would appear as two entities divided by a four-storey, glazed section above the main entrance. The difference between their base points would stipulate this division; the east entity would comprise the basement vehicular access, appearing as five-storeys and the west entity would step back and sit on a higher topography with a full height of four-storeys. Each entity would have a width equal or even less than existing single family dwellings within the streetscene. Furthermore, the top floor of this building would be pushed back, would have different materials to the bottom floors and would not form a visual part of the main building.

8.43. **Fig.6:** West side view of Hunt Block



8.44. Andrew blocks to the rear of the site would have a height of three-storey above excavated ground level. Due to the steepness of the site, a part of Andrew West building would be two storeys above ground level. Furthermore, the top floor would be set from the edges reducing the overall mass and bulk of the proposal.

8.45. Objection letters raised a concern that the proposal would be overbearing to the setting of St Swithuns Church. This church is not listed and its setting does not warrant preservation. Furthermore, due to the difference in height across the wider area, the proposal would not be over dominant, or materially higher than the church building as shown at Fig.3 below.

8.46. **Fig. 7:** The development from the junction of Grovelands Rd and Downing Rd.



8.47. Considering all the points raised above, the overall scale, mass and height of the proposal would be appropriate to its setting, would be acceptable and in line with DM10.

iii. Design and Materials:

8.47. Paragraph 127 of the NPPF states that: '*Planning policies and decisions should ensure that developments...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)*'.

- 8.48. Policy DM.10 of the CLP (2018) states that proposals should respect the appearance, existing materials and built and natural features of the surrounding area.
- 8.49. Objection letters raised concerns with the modern design if the development being out of character with the area. Officers agree it would be different; however, planning should not discourage innovation or change as per the NPPF. Additionally, the character of the vicinity comprises a mix of architecture styles: albeit most of the buildings are traditional dwellinghouses, they lack an architecture cohesion whereby the development should to follow its merits.
- 8.50. The proposed front building line maintained a consistent offset from the pavement similar to other properties on the road. This setback allowed for landscaping to the front of the development which would follow a general characteristic of the area and would have a positive impact on the streetscene. The proposal comprises three buildings of similar plot size, appearance, materials, fenestration and architecture lines rhythm. The architecture style for the development would be modern with sleek lines using a minimum number of materials. All buildings would have protruding elements, in contrast to the stepped-in balconies, which would add richness to its articulation. Furthermore, the proposal on its own merits would form a cohesive group of buildings in that section of the road, which would enrich the character of the area.
- 8.51. The proposed materials would consist of three main elements as a nod to existing materials in the vicinity: light colour brick, black metal frames at the main parts of the buildings and a rendered/cladded top floors. This palette of materials would complement the proposed soft landscaping and the hardscaping needed for the driveway and pathways.
- 8.52. Considering all the points raised above, the overall scale, mass and height of the proposal would be appropriate to its setting, would be acceptable and in line with DM10.

The Quality of the Proposed Residential Accommodation

- 8.18. Internal Areas: Policy SP2.8 of the CLP (2018) states that the Council would require new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance (SPG) and National Technical Standards (2015) (NTS (2015)) or equivalent.
- 8.19. The proposed layout for the scheme would provide a legible development for the benefit of the end user. Each building would have one service core which would serve up to five units. The proposal would comprise single-floor units across three buildings with a mix of one- , two- and three-bedroom units. All units would achieve or exceed their minimum or respective sizes as set out in the NTS (2015).
- 8.20. All proposed internal rooms within each unit would have an appropriate size respective to its end-user. Additionally, the distribution of the scheme across medium-size blocks would result in all units, except for one south-facing unit, having a dual aspect across the scheme.
- 8.21. Guidance 2.9 of the SDG (2019) states that new to new dwellings' separation distance should be 12 metres. The proposed layout, the alignment of the proposed blocks along the boundary edges would result in appropriate

separation distances between the units of opposite blocks. The smallest distance between Hunt and Andrew East would be 13 metres, and the smallest distance between Andrew West and the corner of Hunt would be approximately 15 metres.

- 8.22. Considering the above, the proposed accommodation would be acceptable in accordance with Policy SP2.8.
- 8.23. Accessibility: London Housing SPG (2015) states that 90% of new-build housing should meet Building Regulation requirement M4(2) 'Accessible and Adaptable Dwellings' with the remaining 10% meeting Building Regulation requirement M4(3) 'Wheelchair User Dwellings'. Policy SP2.8 of the CLP (2018) states that the Council would ensure that new homes in Croydon meet the needs of residents over a lifetime.
- 8.24. Each block core would have a lift, all distribution corridors and units would maintain a step-free access which would allow all units to be adaptable in accordance with M4(2) which requires a step-free access to the WC and other accommodation within the entrance storey of any unit.
- 8.25. Further to the above, the amended drawings identified the eight wheelchair user dwellings and five disabled car parking spaces. These units would be one-, two- and three-bedroom units; their drawings included furniture, wheelchair-turning circles and wheelchair-user bathrooms to prove their function and usability as M4(3) units. This would be in excess of the minimum policy requirement and is a positive element of the scheme.
- 8.26. Considering the above, the proposal would provide sufficient number of wheelchair user dwellings in addition to providing fully future adaptable dwellings across the scheme in accordance with the London Housing SPD (2015)

iii. Amenity Areas and Play Space:

- 8.26. Policy DM10.4 of the CLP (2018) states that all new residential development will need to provide private amenity space, this space should be functional with minimum depth of 1.5 metres and a minimum area of 5 sqm per 1-2 person unit and an extra 1 sqm per extra occupant thereafter.
- 8.27. Most of the proposed units would have a minimum of 5 sqm, for one-bedroom units, which would increase depending on each unit's location within the floor plan, and the articulation of the design, and would be in accordance with Policy DM10.4.
- 8.28. Policy DM10.4 also states that all flatted developments must provide a minimum of 10 sqm per child of new play space as set out in Table 6.2, this calculation will be based on an agreement in principle on the amount of affordable housing. All units provide sufficient private amenity space.
- 8.29. The Council reached an agreement with the developer regarding the amount of onsite affordable housing, as per Section 10A above. The calculations in accordance with Table 6.2 concludes that 100.4 sqm would be required as play space for the scheme. The proposal would provide a net area of 113 sqm for

play space, in addition to 203 sqm of net additional space to be used as communal amenity for future occupiers.

8.30. **Fig.8:** Proposed Site Plan highlighting amenity areas and play space:



8.31. Considering the above, the proposal would provide adequate amenity and play space for the future occupiers in accordance with Policy DM10.4.

8.32. In summary, the proposal would provide adequate, sustainable accommodation for future occupiers in terms of legibility, unit size, habitable room's adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

Impact on Neighbouring Amenity

8.33. Policy DM10.6 of the CLP (2018) states that the Council will ensure proposals would protect the amenity of occupiers of adjoining buildings and that proposals will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels.

8.34. Guidance 2.9 of the SDG (2019) states that careful design can mitigate the inevitable increase in overlooking and impact on the outlook occurring from developments and the evolution of the suburbs. Adding that a greater level of protection will be given to the first 10 metres of a neighbouring garden, and that the design should present obscure, diagonal or oblique views if overlooking onto this space occurs.

8.35. Guidance 2.9 of the SDG (2019) discusses massing and relationship between buildings. It states that there should be 18 metres between a new and existing third party dwelling. This distance was quoted to prevent overlooking; however can be used as a guideline for overbearing impact.

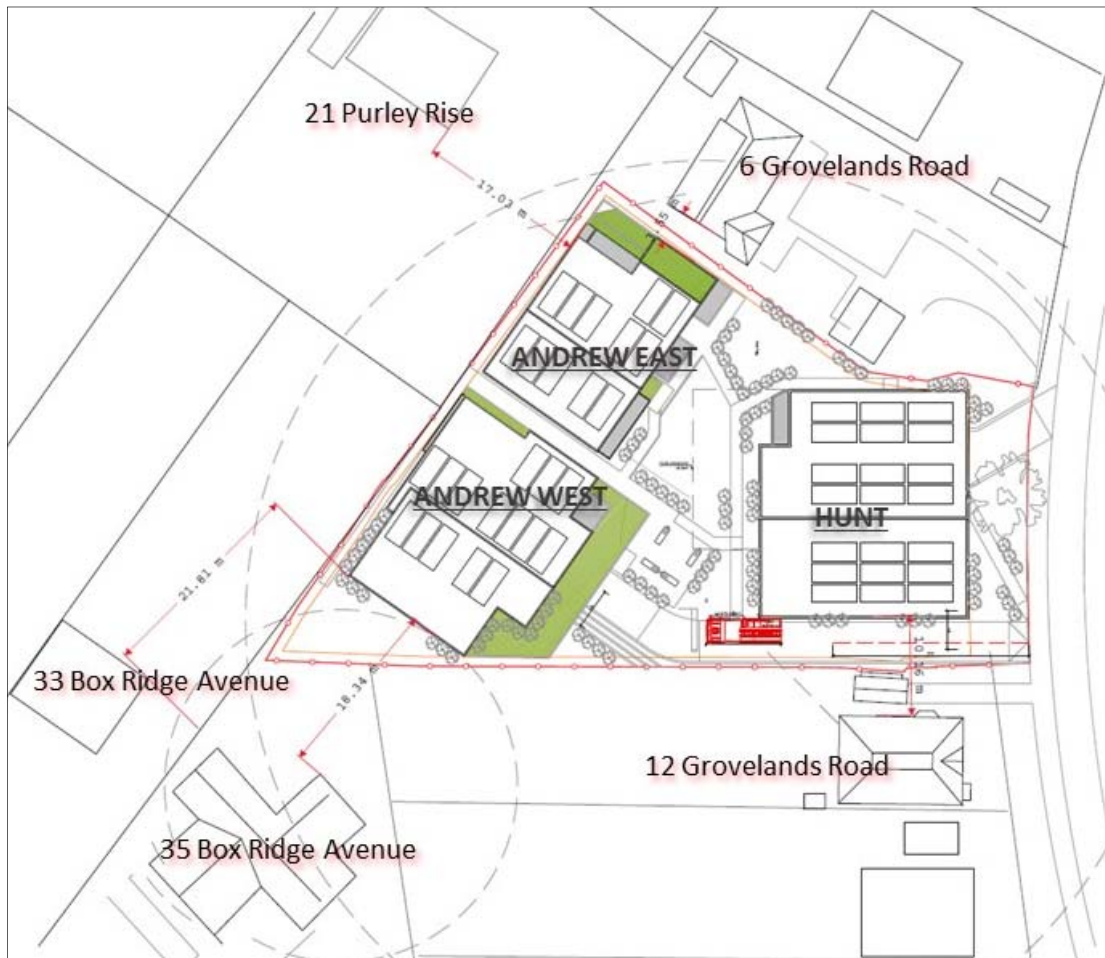
- 8.36. Paragraph 2.9.1 of the SDG (2019) states that when considering the relationship with other built form, applicants should ensure that there is not unreasonable loss of light for neighbours.
- 8.37. The assessment of the design of the proposal concluded that the elevations would provide attractive development. Furthermore, the change in land levels across the site would result in a low overall height across the development: submitted drawings show the development being in line with or marginally exceeding the height of the adjoining two-storey dwellings. This would reduce any potential overbearing impact on neighbouring properties as per the following assessment for adjoining properties.
- 8.38. **Fig. 9:** Height comparison with adjoining properties:



- 8.39. The site is adjoining the following properties, each will be assessed accordingly:
- i. **No. 6 Grovelands Road** along its east boundary; the site is adjacent to a detached building, the front garden and the side of the property, the dwelling would site a separation distance of 3.5 metres from the side of Andrew East block.
 - ii. **No. 12 Grovelands Road** along its west boundary; the site is adjacent to the garage and its driveway and the dwelling would have a separation distance of 10 metres from the Hunt block.
 - iii. **No. 35 Box Ridge Avenue** to the northwest corner; the site is adjacent to the end of their angled-edge of the rear garden, the dwelling would sit at a separation distance of 23 metres from Andrew West block.
 - iv. **No. 33 Box Ridge Avenue** along the north boundary; this dwelling is set 7.5 metres from the shared boundary and would have a separation distance of 20 metres from the northwest corner of Andrew West block.
 - v. **No. 21 Purley Rise** along the north boundary; the site is adjacent to the side / rear garden of this property and the dwelling would sit at a distance of 17 metres from the rear edge of Andrew East block's ground floor. However,

due to the siting of the two buildings and the upper floors setback on Andrew East, the actual distance between the side wall of No.21 and the proposed parallel wall would be 24 metres.

8.40. **Fig. 10:** The adjoining properties for the site:



i. No.6 Grovelands Road:

8.41. Overlooking: Hunt Block would align along the front garden of this property and Andrew East block would run along its side wall; both blocks would not have direct overlooking onto its internal spaces. Additionally, Andrew East's first-floor, and subsequent upper floors, would be setback at each level making a bigger separation with the small private rear amenity of this adjoining property, all upper floor windows are angled with diagonal views on this space. Furthermore, most windows towards this private space would be for non-habitable rooms and can be made obscure via a condition.

8.42. Noted that this property has fencing around its front garden which might indicate its use as their private amenity. The proposal would not have building blocks parallel to this space and the proposed landscape would have some five-metres-tall trees along with a two-metres array of trees along this edge. Accordingly, the proposal would not be considered to have an adverse overlooking onto this adjoining property.

8.43. Overbearing Impact: The submitted drawings show that Andrew East block upper floors would be setback to avoid any encroachment to the 45° line of the

nearest rear, upper-floor window of this property. Accordingly, the proposal would not result in an overbearing impact on its residents.

- 8.44. Loss of Sunlight and Daylight: The location of this property to the east of the proposal would normally protect it from a significant loss of sunlight and daylight; this property also does not have any side windows overlooking the site. Any impact from Hunt block would occur at late afternoons during the peak of summer, and any impact from Andrew East block would occur after 3 pm during winter months, which would be acceptable.

ii. No.12 Grovelands Road:

- 8.45. Overlooking: The proposal would align with the side wall of this property and would not have any direct overlooking onto its internal spaces. Officers note the presence of a ground floor bay window at number 12 overlooking the site, however this window is impacted by their existing garage which would provide some element of screening. Additionally, the proposed upper floor side windows would be have obscured and diagonal views at a distance of approximately 15 metres from this secondary window.
- 8.46. Hunt block upper floors side windows would have an element of overlooking onto their private amenity. However, the proposal would have obscured and diagonal, oblique views onto this private amenity with a separation distance of 10 metres. The combined factors of distance and angled view would be sufficient to disperse direct overlooking which would be acceptable.
- 8.47. Andrew West's front elevation (the block to the rear) would be approximately 33m from the rear elevation of 12 Grovelands Road, sufficient distance to ensure no loss of privacy to rear windows. It would therefore be 23 metres from the rear edge of their private amenity space protected by policy. This distance would be considered sufficient to avoid any overlooking impact onto this property and its amenity.
- 8.48. Overbearing Impact: The submitted drawings show that Hunt block would not be within the 45^o line of nearest upper-floor window of this property. Accordingly, the proposal would not result in an overbearing impact on its residents.
- 8.49. Loss of Sunlight and Daylight: As per figure 5 above, the Hunt block would sit at a distance of 10 metres from this property with the closest height of 8 metres. The online sun path assessment showed that the Hunt block would only impact the private amenity of this property in the early sun hours during winter time which would be acceptable.

iii. Nos.33 & No.35 Box Ridge Avenue:

- 8.50. Overlooking: The change in height across the site would result in the fourth floor of Andrew West building being at a single-storey level when compared with this neighbouring property. Additionally, the corner of this proposed block would sit at a distance of 18 metres and 22 metres from Nos. 35 and 33 respectively. The combined factors of separation distances, single-storey appearance of the proposal and normal fencing around the development would result in lack of overlooking impact onto this adjoining property.

- 8.51. Overbearing Impact: As per figure 5 above, Andrew West block would sit at a distance of 18 metres and 22 metres from Nos. 35 and 33 respectively. Furthermore, this proposed block would have a height of single-storey when compared with these two adjoining properties. Accordingly, the separation distance and the overall height would result in lack of overbearing impact onto these adjoining properties.
- 8.52. Loss of Sunlight and Daylight: As per figure 5 above, Andrew West block would sit at a distance of 19 metres and 22 metres from Nos. 35 and 33 respectively. The online sun path assessment concluded that Andrew West block, at a height of 4.5 metres by the closest boundary, would impact the rear gardens of these properties during the winter months before 10 am, which would be acceptable.

iv. No.21 Purley Rise:

- 8.53. Overlooking: Andrew East block would have the rear façade adjacent to the side boundary of this property. 21 has side facing principal fenestration at a distance of 17m from the proposal. There is not however direct overlooking as the section of the proposed building opposite this fenestration does not have any windows in it. As such the impact on the privacy of this unit internally is acceptable. It would appear that the amenity space to the side of 21 is well used and there would be some mutual overlooking of this space. Considering that the property also benefits from a large rear garden area directly behind the house, which would be 17m from the proposed elevation, and so not directly overlooked, this relationship is on balance acceptable.
- 8.54. Overbearing Impact: Andrew East block would sit at a distance of 18 metres or more along the 45⁰ line of the rear windows of this property. This distance would be sufficient to overcome any overbearing concerns, particularly considering the replacement trees / hedge which would be conditioned along this boundary to overcome potential privacy impact.
- 8.55. Loss of Sunlight and Daylight: Andrew East block would sit at a distance of 18 metres from the sidewall of this property, and its maximum closest height would be 5.8 metres. Accordingly, any shadow resulting from this block would not result in a significant loss to the sun and daylight of the main part of the private amenity of this property. Furthermore, this 18 metres separation area would suffer a loss of sun and daylight at the later hours within summer months only.
- 8.56. The application did not include a professional sunlight and daylight assessment onto neighbouring properties. The combined factors of separation distances from the neighbouring properties, in addition to the site's changing contour levels and lack of direct windows facing the site, deemed a lack of need for such assessment. However, the application included an online assessment for properties Nos. 6 and 12 Grovelands Road. Officers are satisfied that the proposal would not result in loss of sunlight and daylight to adjoining properties as per the following assessment.
- 8.57. In summary, the proposal would not result in a significant adverse impact on adjoining neighbouring properties in terms of loss of privacy, overbearing impact or loss of sun and daylight, as per Croydon Local Plan (2018) Policy DM10.6 and the Croydon Supplementary Guidance (2019).

Impact on Highways, Parking Provision and Waste Management

- 8.77. Highway Safety: Policy DM30 of the CLP (2018) states sustainable growth in Croydon would require new developments to ensure movement of pedestrians, cycles and emergency services is not impeded by the provision of car parking.
- 8.78. The site falls on a residential road and has two vehicular access serving the existing two dwellinghouses. The proposed vehicular access to the west corner of the site would have increased level of activity resulting from the 15-vehicles car park, the waste and recycling collection vehicle and pedestrian movement mainly associated with the residents of the two Andrew blocks. Following discussions with the Council's Strategic Transport Officer, the proposed amended plans modified the access to include appropriate visibility splays for the kerb users; in addition to ensuring that it would have sufficient width to accommodate a vehicle turning-in and a vehicle turning-out of site without disrupting movements on Grovelands Road.
- 8.79. The proposed access to the Hunt block car park was also amended to have a 90° angle with the public highway and ensure that both drivers and pedestrians would have appropriate visibility splays.
- 8.80. Further to the above, the application included a Construction Logistics Plan to ensure minimum disruption to the public highway. The Council's Network Impact Assessment Engineer reviewed the submitted details and requested some amendments which were incorporated within the final received plan. The decision notice would include a compliance condition for the approved document.
- 8.81. Considering all the above, and as per the advice sought from the Council's specialist officer and engineer, the proposal would not harm the adjoining public highway or the safety of its users.
- 8.82. Vehicle Parking: Policy DM30 of the CLP (2018) states sustainable growth in Croydon would require new development to reduce the impact of car parking in any development located in areas of good public transport accessibility or areas of existing on-street parking stress and provide car and cycle parking spaces as set out in Table 10.1. This table states that developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit. It also states that adequate parking spaces for disabled people must be provided preferably onsite.
- 8.83. The proposal would have 31 vehicle parking spaces, these would include five disabled car parking bays, divided across two car parks. The first 16 spaces would sit beneath Hunt Block with direct access the main road; the remaining 15 spaces would sit beneath Andrew West block and accessed through the vehicular/pedestrian access to the west front corner of the site. This would amount to 70% provision to the proposed 44 units or a provision to each of the two- and three-bedroom units.
- 8.84. The eastern edge of the site falls within PTAL 4 zone, the submitted PTAL spreadsheet concluded that the site has a very good access to public transport links and falls within a reasonable walking distance of local bus stops, Reedham station, Purley Town Centre and local amenities. The parking stress survey concluded that the overnight levels are below 50% and peak levels within

Grovelands Road are limited to 41% which indicates that the area has an ample on-street-parking capacity. Considering these factors and the S106 financial contribution towards a car club space, the proposed parking provision would be acceptable.

- 8.85. Table 10.1 of the CLP (2018) states that major developments should enable the future provision of electric charging points and parking bays for electric vehicles. The proposal would have electric charging points for 14 spaces (45%) and the decision notice would include a condition to ensure passive electric charging points ready for future installation across the remainder of spaces.
- 8.86. Considering all above, and as per the advice sought from the Council's Strategic Transport officer, the proposed vehicle parking levels, its layout and access would be acceptable.
- 8.89. Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at one space per one-bedroom units and two spaces for all other bigger units; it also required major developments to have one space per 40 units for short stay. The proposed mix would require a total of 74 spaces and two short stay spaces. The proposal would have a total of 89 spaces, 72 spaces within the main store beneath Andrew East block, six spaces within the car park beneath Andrew West block and four within the car park for Hunt block, in addition to nine racks for short stay along the vehicular access. This provision would exceed the requirements of the London plan and would provide accessible storage for future occupiers of the development.
- 8.90. Considering all above, and as per the advice sought from the Council's Strategic Transport officer, the proposed cycle parking levels, its layout and access would be acceptable.
- 8.91. Waste Management: Policy DM13 of the CLP (2018) aims to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.
- 8.92. The proposal went through some amendments to ensure that the proposed facility are adequate in size and location. The proposal would have the following provision:
- A refuse store within the car park beneath the Hunt block. This store would serve Hunt block residents, through a direct access from the core, and it would have a general large items storage for all the residents of the development. This refuse store would cater for wheelchair users; it would have a two-metres separation distance between the bins and low level recycling and waste bins for ease of movement and access. The collection vehicle would park on the public highway and would use the proposed gradient level of 1:16 to access the car park then the refuse store.
 - A refuse store on ground level to the side of Andrew East block. This store would have a linear shape and sliding doors, with bins aligned along the wall. It would serve residents of Andrew East and Andrew West blocks with a carrying distance of 22 and 19 metres respectively. The collection vehicle would reverse within the proposed vehicular access and the bins would be dragged down to collection point.

- 8.93. The proposed waste management strategy for Andrew East store would exceed the Council's requirement for bin drag distance. Accordingly, the proposal would depend on private collection service. Section 106 agreement would include a term to dismiss the Council from their responsibility of waste collection onsite.
- 8.94. In summary, the proposal's parking provision, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on adjoining highway and its operation in terms of safety, significant increment to existing on-street parking as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

Impacts on Trees and Ecology

- 8.95. Trees: Policy DM10.8 of the CLP (2018) states that: *'In exceptional circumstances where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi-mature trees of a commensurate species, scale and form.'* Policy DM28 of the CLP (2019) states that the Council will seek to protect and enhance the borough's trees and hedgerows, adding that a condition require replacement of removed trees will be imposed and those replacement trees should meet the requirement of DM10.8.
- 8.96. The site comprises two extensive gardens with several mature trees, none of the existing trees are protected by a Tree Protection Order (TPO). Policy DM28 recognises that trees are only one consideration when addressing the competing needs of development and agrees that replacement semi-mature trees of commensurate species, scale and form can mitigate the loss of existing trees.
- 8.97. The application included a BS5837 compliant Arboricultural Assessment Report which considered the effect of the proposed development on the local character, from a tree point of view. This report identified five moderate Category B trees and concluded that the rest of the trees on site are either low Category C or the unretainable Category U. This report included a method statement to outline the way in which the retained trees, particularly those outside the site and within a proximity to the boundary, would be protected and managed during the demolition and construction processes. The decision notice would include a condition to ensure the development following the methodology of this report.
- 8.98. The scheme would propose the planting of nine 'Heavy-standard' trees with heights of 3.5 to 5 metres, and 30 'Select- Standard' trees with height of 2 metres. The proposal would have 29 trees removed from site and would propose a total of 36 trees, in addition to extensive hedging and shrubbery. One tree in particular of Category B sits at the front of the site and would have a replacement in the same location.
- 8.99. Objection letters raised concerns to the tree identified as T19 stating that this tree was in a good condition. These letters also contested the ownership of the tree and stated that the tree was in shared ownership between No.8 and No.21 Purley Rise. The ownership of the tree is a civil and not a planning matter,

notwithstanding that, the case officer's site visit and the tree officer's site visit confirmed that the tree appeared to originally growing within the boundary of No.8 Grovelands Road and throughout time it passed the shared fence onto No.21 Purely Rise. Furthermore, the Council specialist officer agreed with the categorisation of the tree and its replacement as part of the development.

- 8.100. Accordingly, the development would propose trees replacing those removed as a result of the proposal, the number of proposed trees would exceed the number of removed trees and its stature would accord with the requirement of policy DM10 and would be acceptable.
- 8.101. Ecology: Policy DM27 of the CLP (2018) states that developments should have no adverse impact on land with biodiversity or geo-diversity value as designated on the Policies Map and have no adverse impact on species of animal or plant or their habitat protected under British or European law, or when the Council is presented with evidence that a protected species would be affected.
- 8.102. The site is not subject to any statutory or non-statutory designations. The application incorporated a Preliminary Ecological Assessment which concluded that the site did not support any features which would contribute to its designation. However, it found that the site had value to wildlife and a potential to support bat and breeding birds. Accordingly, it recommended carrying out bat surveys to determine their presence onsite and a precautionary approach to vegetation clearance for breeding birds and reptiles, to minimise any adverse impact on these species groups. The decision notice would include a condition to accord with the recommendations set out in the submitted ecological assessment.
- 8.103. A Bat Survey was carried out, as per the recommendations of the Preliminary Ecological Assessment, and its area extended over the existing buildings, hardstanding areas, trees, hedges and shrubs on site. It comprised three bat activity surveys, which included two at dusk and one at dawn time. On two occasions (on the first dusk and the dawn surveys) a single common pipistrelle bat was seen emerging or re-entering the garage buildings, located between number 8 and number 10 Grovelands Road.
- 8.104. The Bat Survey concluded that bat roosts may be present in the garage buildings and that the development might result in their loss or disturbance. Accordingly, the development would require mitigation and compensation appropriate to the species present, roost type and status and the number of bats. The mitigation would include an EPSM Licence from Natural England to legally disturb and destroy any present bat roosts. The licence would include timing restrictions for certain aspects of the work and would ensure the presence of an ecologist on-site during certain phases of the work. Application for this licence would follow the grant of planning permission and the completion of relevant survey work; the decision notice would include a condition to ensure this license is obtained prior to the commencement of the development.
- 8.105. The mitigation strategy included roosting opportunities post-development, through the incorporation of bat bricks within the proposed blocks or bat boxes on walls and trees. In addition to tree and shrub planting and the installation of suitable bat lighting. The proposal would include replacement trees, shrubs and hedges; the decision notice would include a condition for bat roosting bricks or

boxes and the installation of bat-friendly lighting per the recommendations section of the Bat Survey.

- 8.106. In summary, the proposal would include replacement to the removed trees on site and would incorporate mitigation measures to reduce or avoid the impact on protected habitats on site as per Local Plan Policies DM10.8, DM27 and DM28.

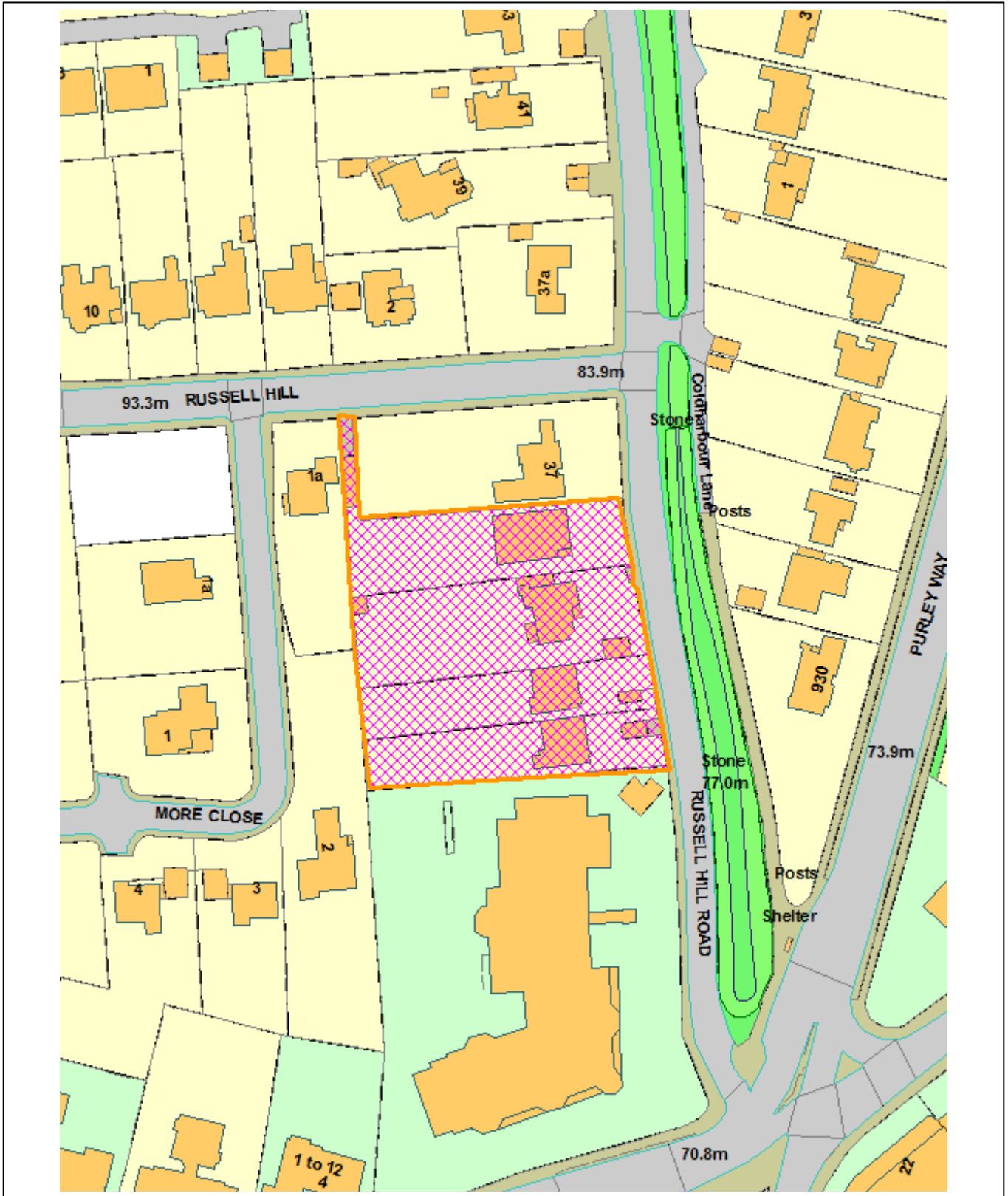
Sustainability and Environment

- 8.107. Sustainability and Energy Efficiency: Policy SP6.2 of the CLP (2018) states that the Council will ensure that development make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy to assist in meeting local, London Plan and national CO2 reduction targets.
- 8.108. The Council Sustainable Development & Energy Officer reviewed the submitted Energy Statement and agreed with its conclusions. The development would:
- Meet the 35% onsite reduction via fabric insulation, gas boilers and solar PV; and
 - Commit to a carbon offset payment of £60/tonne; calculated as: offset of 36.1 (tonne/year) x 30 (years) x £60/tonne = £64,980.00;
- 8.109. This carbon offset should be included within the S106 agreement, along with the Council's standard payment triggers of 50% on commencement, 50% on completion. The decision notice would also include a Condition to submit the 'as built' carbon performance (Dwelling Emission Rate), as calculated as part of the Building Regulations compliance. Along with submission of evidence of installation of the solar PV system (e.g. MCS Certificate or equivalent).
- 8.110. Policy SP6.3 of the CLP (2018) requires all new-build residential development to meet water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G. The decision notice would include a condition to ensure the development would adhere to the standards of this policy.
- 8.111. Flooding and Sustainable Urban Drainage: The site falls outside areas with risk of flooding and surface water flooding as per the information provided on the Environmental Agency Flood Map. Policy DM25 of the CLP (2018) states that sustainable drainage systems (SuDS) are required in all development. This would ensure that sustainable management of surface water would not increase the peak of surface water run-off when compared to the baseline scenario.
- 8.112. The submitted SuDS management for the proposal would include permeable paving, rainwater harvesting, geocellular systems and proprietary treatment systems. These measures would accord with London Plan Policy 5.13 drainage hierarchy and would ensure that any surface water is discharged to combined sewer and avoid its impact onsite and adjoining areas. The decision notice would include a condition to ensure that the development would adhere to the mitigation measures raised within the submitted Surface Water Drainage Strategy and Flood Risk Assessment.

9. CONCLUSIONS

- 9.1. The provision of 44 residential dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 9.2. The proposal would provide 30% affordable housing with a mix of 60:40 ratio between London Affordable Rent and shared ownership.
- 9.3. The proposed site layout and design of the new building has had sufficient regard to the scale and massing, pattern and form of development in the area and to existing building, and would result in an appropriate scale of built form on this site.
- 9.4. The proposed development would result in the creation of modern residential units ensuring good standard of accommodation for future occupiers. The development has been designed to ensure that the amenity of existing local residents would not be compromised.
- 9.5. In addition, the development would be acceptable on highways, environmental and sustainability grounds as well as in respect of the proposed planning obligations.
- 9.6. All material considerations have been taken into account, including responses to the consultation. The conditions recommended and obligations secured by Section 106 would ensure that any impacts of the scheme are mitigated against and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

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PART 6: Planning Applications for Decision

Item 6.7

1 APPLICATION DETAILS

Ref: 19/03604/FUL
 Location: 29-35 Russell Hill Road, Purley CR8 2LF
 Ward: Purley and Woodcote
 Description: Demolition of existing residential dwellings and erection of 2 buildings, comprising of 106 new apartments, with associated hard and soft landscaping, access and car parking.
 Drawing Nos: 18-071-P001 rev A, 18-071-P002, 18-071-P003, 18-071-P004 rev A, 18-071-P005 rev G, 18-071-P006 rev E, 18-071-P007 rev E, 18-071-P008 rev E, 18-071-P009 rev A, 18-071-P010 rev D, 18-071-P011 rev D 18-071-P012 rev D 18-071-P013 rev D, 18-071-P014 rev D, 18-071-P017 rev D, 18-071-P018 rev D
 Applicant: Justin Homes Britain (Russell Hill Road) Ltd
 Agent: Isobel McGeever, Icen Projects
 Case Officer: Richard Freeman

	1 bed	2 bed 3 person	2 bed 4 person	3 bed	Total
Market Flats	35	9	24	4	72
Shared Ownership	12	0	11	11	34
Totals	47	9	35	15	106

Number of car parking spaces	Number of cycle parking spaces
20 (including 5 disabled spaces)	184

1.2 This application is being reported to Planning Committee at the Director of Planning and Strategic Transport’s discretion, given the close relationship between this scheme and the neighbouring scheme at 37 Russell Hill Road which appears elsewhere on this agenda.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site currently comprises four detached houses in a residential area. The proposal would replace the detached houses with 106 flats of which at least 35% by habitable room would be affordable housing as (London Shared Ownership units) thereby providing for a significant increase in new homes and affordable homes within an existing established residential area.
- The site is located on the edge of Purley District Centre, in an area with a PTAL of between 3 and 5. As such, it represents a sustainable location for a significant development, within close walking distance of Purley District Centre and the multitude of services which it offers.

- The site is within the Purley Place Specific Policy area which promotes developments of up to 3 – 8 storeys. The two buildings would be 5-7 and 6-7 storeys in height (taken from entrance level) and would respond to the four storey height of the adjacent Sunrise Purley Care Home, land level changes and the proposed scheme at 37 Russell Hill (which appears elsewhere on this agenda). The height and proposed massing would be acceptable given the site's location and the character of the area. The detailed design would be acceptable subject to conditions including the desire for the development to utilise high quality materials, detailing and landscaping.
- The proposed development would have an acceptable impact on the living conditions of existing neighbouring properties. Being a tall building located to the south of the proposed scheme at 37 Russell Hill Road, it would have an impact on light and outlook of some units in that scheme but the impact is (on balance) acceptable.
- The standard of residential accommodation would be acceptable, with all units meeting the Nationally Described Space Standards (NDSS). Units would generally have their main outlook to front and rear, with acceptable light and outlook. All units would have private amenity space and there would be relatively generous communal amenity space providing a variety of functions.
- 20 vehicle parking spaces are proposed alongside 184 bicycle parking spaces. The proposed access to the development would be acceptable. The scheme would provide for 2 off-site car club spaces, localised double-yellow lines near to the access, on-street electric vehicle charging points and future works to mitigate additional traffic flows and monitor parking stress
- The proposal would comply with the London Plan (2016) energy hierarchy and would provide a carbon offsetting payment to meet the Mayor's requirement for all new homes to be zero carbon.
- Suitable planning obligations and conditions have been recommended in order to ensure that the proposed development does not have an adverse impact upon either air quality or the risk of flooding.

3 RECOMMENDATION

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

- A. The making of a resolution by Planning Committee to grant the scheme at 37 Russell Hill Road (LBC Ref 19/00467/FUL)
- B. The prior completion of a legal agreement to secure the following planning obligations:
 - a) Provision of 35% affordable housing (London Shared Ownership tenures)
 - b) Carbon off set payment
 - c) Air Quality mitigation contribution
 - d) Contribution to pooled car clubs and electric vehicle charging points
 - e) Provision of a Travel Plan
 - f) Skills, training and employment strategy and a contribution
 - g) Section 278 Highway works
 - h) Contribution to Healthy Streets & Vision Zero Initiative
 - i) Car parking permit restrictions
 - j) Demolition of 37 Russell Hill Road to go ahead prior to erection of the first slab of this scheme

- k) Monitoring fees
- l) Any other planning obligation (s) considered necessary by the Director of Planning and Strategic Transport

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

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

Conditions

- 1) Implemented in accordance with drawings
- 2) Commence within three years of the date of permission
- 3) Submission of a detailed construction methodology including vehicle access and environmental management plan
- 4) Further details of facing materials, balconies, façade, window reveals, soffit and elevational details to be submitted
- 5) Further details of landscaping, materials, lighting, boundary treatments, child play areas / communal amenity areas, tree pit design and soil type, as well as a maintenance/management plan, to be submitted
- 6) Submission of details of SuDS
- 7) Submission of a contaminated land assessment
- 8) Further details of active and passive electric vehicle charging points (EVCP) to be submitted
- 9) Submission of a detailed delivery and servicing plan, including refuse strategy
- 10) Sustainable development carbon reduction to be met
- 11) Submission of further details of bicycle and bin stores
- 12) Submission of further details on parking, turning, blue badge spaces, visibility splays and sight lines
- 13) Submission of parking management plan
- 14) Submission of a detailed public art strategy
- 15) Submission of a lighting strategy
- 16) Submission of detailed ecological enhancements
- 17) Submission of noise assessment
- 18) 10% of units to meet Part M4(3), with remaining units to meet Part M4(2)
- 19) Water efficiency targets to be met
- 20) Implemented in accordance with tree protection measures
- 21) Noise from any air handling units, mechanical plant, or any other fixed external mechanical to be at least 10dB below existing background noise levels
- 22) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Council's 'Construction Code of Practice 2015' and the Mayor of London's 'Control of Dust and Emissions during Construction and Demolition' SPG 2014
- 2) Subject to legal agreement
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport
- 4) Thames Water – waste water assets

5) Thames Water – groundwater discharges

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

4 SITE LOCATION AND PROPOSAL DETAILS

Site and Surroundings



Figure 1 Site and Surroundings

4.1 The application site consists of four large detached properties located on Russell Hill Road and a side pedestrian access onto to Russell Hill. The topography of the site rises steeply to the north and to the rear. The surrounding area is predominately residential in character focussed around mainly detached properties. The site is less than 200 metres from Purley District Centre and lies within the Place Specific Policy DM42.1 for Purley.

- 4.2 The application site lies within an Archaeological Priority Area as identified by the Croydon Plan. The sites lies in a PTAL of 3-5 and the trees beyond the rear boundary are protected by way of a tree preservation order.

Planning History

- 4.3 There is no relevant planning application planning history for this site.

Neighbouring site at 37 Russell Hill Road

LBC Ref 19/00467/FUL: Demolition of the existing building and erection of a building ranging from 2 - 8 storeys, with basement, to accommodate 47 residential units; formation of associated access, landscaping, parking, refuse and cycle storage.

Pending decision at this Planning Committee. These two applications are linked and must be delivered together. This will be further discussed in the considerations section.

Proposal

- 4.4 The proposed development would involve the demolition of the existing dwellings and the construction of two new buildings of 5-7 and 6-7 storeys in height – measured from entrance level. There would be an additional basement level to Block A (the southerly block). The two blocks are broadly T-shaped and each block would provide:

Block A

- 50 units in a 5-7 storey building
- An entrance at lower ground level to 6 flats, a carpark of 20 vehicle spaces, 184 bicycle spaces and a bin store and plant room
- A lower ground floor - two flats and a plant area
- A ground, first, second and third all with the same layout providing 8 flats per floor and a fourth and fifth floor which both step away from the southern site boundary

Block B

- 56 units in a 6-7 storey building
- An entrance at ground floor (one level above Block A) to 7 flats and a refuse store
- A lower ground level as described in Block A
- A first, second, third, fourth and fifth floor of broadly the same layout providing 8 flats per floor
- A sixth floor of only the frontage section of six flats

- 4.5 The mix of units would be as set out in the first section of this report. 35% of the scheme would be affordable housing proposed as London Shared Ownership intermediate tenure.

- 4.6 Three areas of communal space would be provided to the rear, in-between and to the rear of blocks providing an area of open space and seating, an amphitheatre and children's play area and an allotment/growing space. All spaces would be linked together and all units would have access to all spaces. A pedestrian access to Russell Hill to the north would be provided to the rear of the scheme proposed for 37 Russell Hill Road.

4.7 Amended plans were received in the course of the application which were re-notified to local residents. They made a number of changes including to the colouration of the materials, reducing the rear section of Block B, increasing the landscaping, removing areas of screening to reduce the massing and provide additional details of relationships.

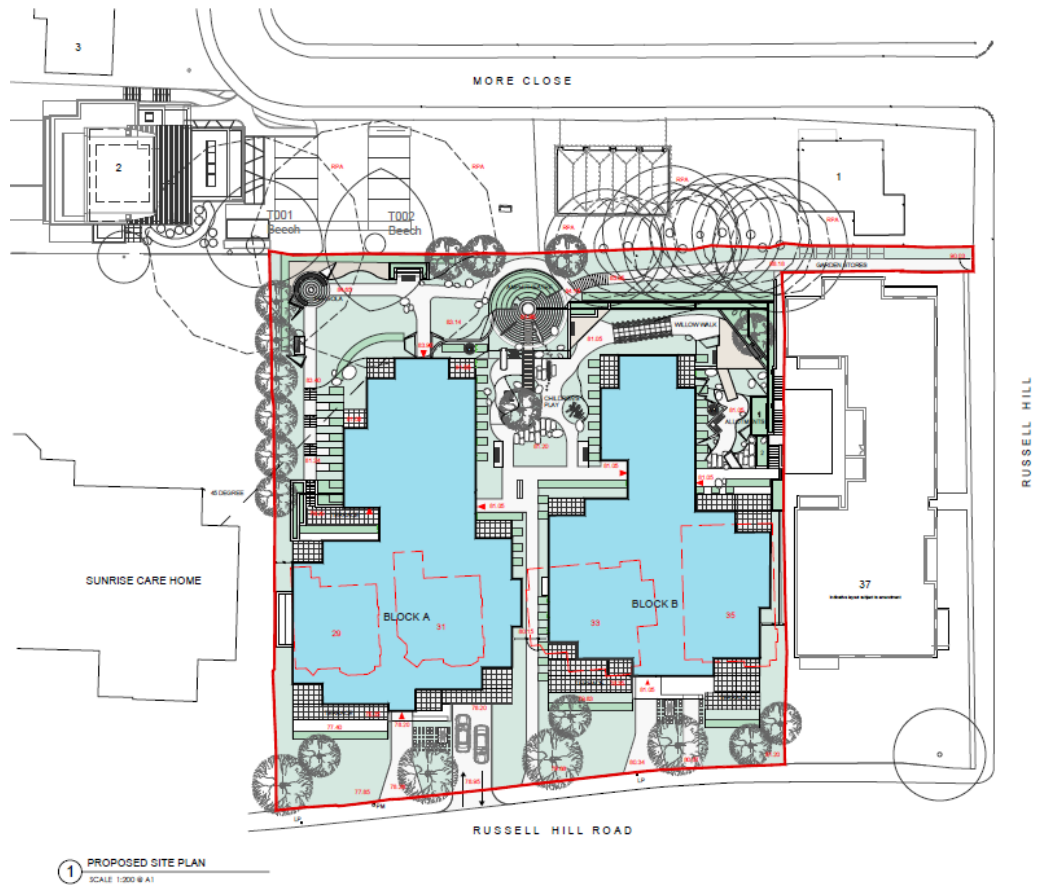


Figure 2 Proposed site plan (including proposed scheme at 37 Russell Hill Road (on right hand side))

5 CONSULTATION RESPONSE

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

5.2 The following were consulted regarding the application:

Lead Local Flood Authority (Statutory Consultee)

5.3 No objection subject to conditions on detailed designs of surface water drainage scheme [OFFICER COMMENT: Conditions are recommended]

Historic England (Archaeology) (Statutory Consultee)

5.4 No objections raised to the works on the basis that the submitted assessment shows that there is no discernible archaeological potential. No conditions required.

Thames Water

- 5.5 No objections raised, subject to the developer following the surface water drainage hierarchy (which they intend to) and informatives relating to waste water infrastructure and groundwater discharges to the public sewer (which are recommended).

Pollution Control

- 5.6 No objections subject to conditions including construction logistics, delivery and servicing, contaminated land assessment, a noise survey, control of noise from air handling units and external lighting

6 LOCAL REPRESENTATION

- 6.1 A total of 36 neighbouring properties were notified about the application and invited to comment and the application was also advertised by site notice and in the local press. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 11 Objecting: 10 Supporting: 1

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

Summary of Objectors Concerns	Officer's Response
Purley is generally 3 storey. The height of the proposal is contrary to policy	The height accords with the Purley Specific Policy. Addressed in more detail in section 8.12 of the report.
Modern appearance out of keeping with the character of the area.	Addressed in section 8.15 of the report.
Reducing family home-houses needed not flats	The proposal includes 47% family homes.
Overlooking and loss of privacy	The development would not cause an unacceptable loss of neighbouring privacy.
Loss of light to surrounding properties	The development would not cause unacceptable loss of light and daylight to neighbouring properties.
Overly dense development	The location on the edge of Purley is considered appropriate for a substantial development
Detrimental impact on trees and vegetation and insufficient garden space.	There is a replacement planting and landscaping scheme. The trees which are to be removed are of low quality. Adequate amenity space is provided.
Impact on parking and highway network	The proposal provides adequate parking and a contribution to highways improvements. The impact on the highway network both cumulatively and in light of school and nursery traffic is acceptable

Increase in noise and disturbance and pollution	It is not considered the proposal would generate significant levels of noise disturbance, pollution and litter given the residential nature of the development and its location.
Noise, disruption and pollution impacts during construction	A construction logistics plan is recommended to be secured via condition.
Insufficient capacity of local infrastructure and transport	The proposed development would be CIL liable and would thus contribute towards such infrastructure.
Why are brownfield sites not being utilised and why is Purley a target for development	The site is itself a previously developed site. The Local Plan identifies how the identified housing need can be met, which includes a third of new homes coming from “windfall” sites such as these. Purley is considered an appropriate location for development as it provides a wide range of services.
Existing properties do not sell and devaluing properties	Not a material planning consideration

6.3 Purley and Woodcote Residents Association have supported the proposal on the following grounds:

- High density housing immediately adjacent to or contiguous with the District Centre is supported as an important element of regenerating and revitalising the District Centre
- This is a more appropriate form of development than small flat schemes or larger schemes further from the District Centre which are out of keeping and result in highway impact
- Request that adequate car parking is provided and high quality external materials

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 Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan (2012). Details of the relevant policies and guidance notes are attached in Appendix 1.

National Guidance

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:

- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport;

- Making effective use of land;
- Achieving well-designed places

Development Plan

- 7.3 The Development Plan comprises the London Plan 2016, the Croydon Local Plan 2018, and the South London Waste Plan 2012. The relevant policies to this proposed development have been listed in Appendix 1 of this report.
- 7.4 A replacement Draft London Plan has been subject to public consultation and Examination in Public commenced in January 2019. The current 2016 London Plan is still the adopted Development Plan and although the Draft London Plan is a material consideration in planning decisions at present it carries limited weight – although with the publication of the Panel Report, its weight has increased.

8 MATERIAL PLANNING CONSIDERATIONS

- 3.4 The main planning issues raised by the application that the committee must consider are:
- 1) Principle of Development
 - 2) Housing (mix and affordable)
 - 3) Townscape and Visual Impact
 - 4) Impact upon Neighbours
 - 5) Housing Quality for Future Occupiers
 - 6) Trees and Landscaping
 - 7) Transport
 - 8) Other Planning Issues

Principle of Development

- 8.1 The London Plan (2016) sets a minimum ten year target for the borough of 14,348 new homes over the period of 2015-2025. The Croydon Local Plan (2018) sets a minimum twenty year target of 32,890 over the period of 2016 to 2036. The site has an area of 0.39 hectares and the development would provide 106 units and 276 habitable rooms, equating to approximately 295 u/ha or 767 hr/hectare. This is above the density range of 200-700 hr/hectare suggested within the London Plan's SRQ matrix (Policy 3.4) for an urban location with a PTAL of 4-6. It is recognised within London Plan Policy 3.4 that an appreciation of density "...is only the start of planning housing development, not the end" and specifically states that "it is not appropriate to apply Table 3.2 mechanistically" as other factors will also inform the most suitable density of a scheme within a given local, taking account of design and residential quality, accessibility, infrastructure and play-space/amenity. The site is located on the edge of a District Centre, with a Place Specific Policy which advocates building heights of those proposed. As such the density is considered to be appropriate.
- 8.2 The proposed development would create additional residential units that would make a contribution to the borough achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The site has good access to public transport, local shops and services and is therefore well placed for high density residential-led development. The principle of the development should therefore be supported.

Housing Policy

Mix

- 8.3 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The policy sets a specific target for major developments based on the character of the area and PTAL rating. 15 of the proposed units would be 2 bed units which would amount to 14% of the total number of units. There are 35x2 bed four person units and as such 33% of the units would be 2 bed, 4 person units.
- 8.4 For this site which is an Urban Area with PTAL 4, the target would be 60%. The policy does allow for two bed four person units to be provided in lieu of three bed units when within the first three years of the plan, where a viability assessment has demonstrated that larger homes would not be viable. Policy DM1.1(a) also states that 'where there is agreement with the associated affordable housing provider that three or more bedroom dwellings are neither viable nor needed as part of the affordable housing element of any proposal...' there can be an exception to the minimum percentage of three beds. In this case, whilst not fully complying with the housing mix, 47% of units would be designed for families and the registered provider has confirmed that the mix is agreeable and meets their needs. Increasing the number of three bed units would reduce viability and prevent the development providing the optimum amount of affordable housing in line with policy requirements.

Affordable Housing

- 8.5 London Plan (2016) policy 3.9 is clear that communities which are mixed and balanced by tenure and household income should be promoted across London, through incremental small scale as well as larger scale developments which foster social diversity, readdress social exclusion. In relation to tenure, London Plan policy 3.10 defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. The need for affordable housing is so acute, the Mayor of London (via London Plan policy 3.11) requires Borough's to set affordable housing targets.
- 8.6 The Croydon Local Plan (2018) requires the Council to seek a minimum of 30% affordable housing, but to negotiate to achieve up to 50% affordable housing (subject to viability) and to seek a 60:40 split between affordable rented homes and intermediate homes.
- 8.7 A viability appraisal was originally submitted with the scheme which argued that no affordable housing on the site was viable. Notwithstanding that, the applicant offered 15% of units as shared ownership. The applicant's appraisal has been independently assessed by the Council's viability consultant who, whilst raising some queries around the individual inputs and assumptions, concluded that the scheme would be in deficit to the tune of £2M (all private sale) and a £9M deficit with a policy compliant amount of affordable housing (50%). As such, the viability consultant concluded that the 15% affordable housing offer represented a reasonable proposition given the policy position.
- 8.8 Officers raised concerns that a 15% affordable housing offer, as shared ownership, would not have accorded with the policy *minimum* (the minimum 15% should be at a 60:40 tenure split and have a review mechanism) and that given the scale of the scheme, additional affordable housing was necessary to enable proper consideration

of the issue in the balance – when reviewing the significance of the various other planning considerations and the more challenging elements of the proposed development. Whilst the difficulty of site assembly is recognised, given the significant need for affordable housing (the text of the Croydon Local Plan 2018 sets out that in fact 91% of homes need to be affordable homes for residents on lower incomes) a higher proportion of affordable housing is secured to help in the delivery of sustainable development and mixed and balanced communities.

- 8.9 Following discussions with PA Housing (a Registered Provider) the applicant has offered an improved affordable housing offer of 35% by habitable rooms at the London Shared Ownership intermediate tenure. This represents a significant improvement over the original offer and is supported by a Registered Provider and meets their needs. As such, the proposal is acceptable with this provision of affordable housing.
- 8.10 Members should be aware that it is the intention of PA Housing to provide both this scheme and the scheme at 37 Russell Hill Road as 100% affordable housing (with 37 being provided as 100% London Affordable Rent and this scheme being 100% London Shared Ownership) on the basis of receiving grant funding from the GLA, which requires a resolution to grant and the issuing of a planning permission before the end of the calendar year. Whilst Members should be aware of this intention, this would not be secured through the planning legal agreement and should not be given weight in the decision making process on the planning application.
- 8.11 In conclusion, with the support of a Registered Provider, the affordable housing offer on this scheme has been increased to 35% London Shared Ownership, which would be secured through a legal agreement and is acceptable.

Townscape and Visual Impact

- 8.12 The existing property is not protected from demolition. As such, it could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to conditions. It is important to note that the Place Specific Policy for Purley (DM42.1) states that within Purley District Centre and its environs, to ensure that proposals positively enhance and strengthen the character and facilitate growth, developments should:
- a. Reinforce the continuous building line which responds to the street layout and include ground floor active frontages;
 - b. Complement the existing predominant building heights of 3 to 8 storeys, with a potential for a new landmark of up to a maximum of 16 storeys; and demonstration of innovative and sustainable design, with special attention given to the detailing of frontages.
- 8.13 The development is made up of two blocks, joined at basement level; the block heights would step up along Russell Hill Road – towards its junction with Russell Hill. This approach would allow the development to successfully balance its role at the periphery of the District Centre, between the suburban 2-3 storey properties and the more varied but generally taller building heights that surround Purley District Centre, where properties extend up to seven storeys in height which is in accordance with DM42.1

above. The development would form a coherent street-scene with the height of the care-home to the south and would respond to the topography. When taken together with the development at 37 Russell Hill Road, it would form a self-contained urban block from the care-home to Russell Hill and consequently, would allow for a coherent approach to building heights to be taken along this stretch of Russell Hill Road.

Figure 3 Streetscene elevation showing existing carehome on left and 37 Russell Hill Road scheme on right.



8.14 The front section of the buildings would align with the front building line of the adjoining development at 37 Russell Hill Road and the care-home to the south. This would ensure that the development would not be dominant in views along the road. The layout would complement this adjoining development to ensure a comprehensive approach has been applied across both sites.

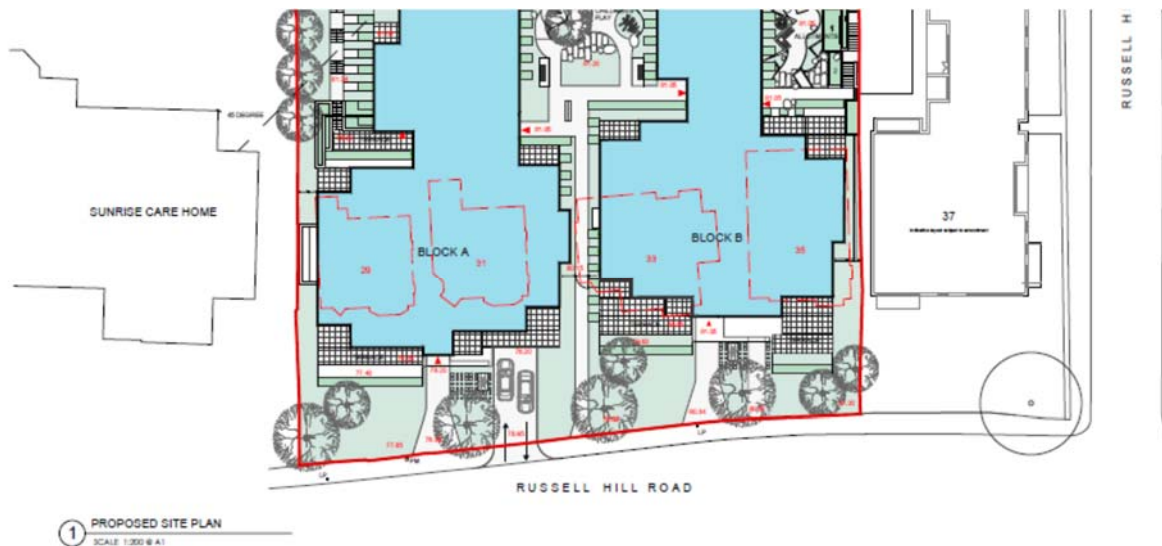


Figure 4 Site plan showing front building line

8.15 The two buildings have been designed as broadly T-shaped blocks which would allow for the most to be made of the frontage to Russell Hill Road and provide a continuous building line as advocated by the policy listed above. The separation distance of 3m between the blocks is indicative of the spacing between the existing houses, although it is noted that the developments are clearly a lot larger than the existing buildings. This separation would allow for some visibility through the site. As set out above, the height of the buildings would accord with the Place Specific Policy and careful consideration has been given to the design of the blocks to reduce their overall massing. This has included stepping the blocks away from the care-home at higher levels (as shown in fig 2) and a lower front section of the buildings with the taller elements set behind the furthest forward element of the buildings. Additionally, this “pushing and pulling” of the front elevation would allow the massing to be read as four buildings, with the taller element receding towards the rear. Balconies contained within the front elevation have been position at the side of each “block” which would further reduce the apparent massing – especially being open in nature with light treatment to balcony detailing. Finally, the detailed design of the building has included areas of textured brickwork and hit/miss brickwork which has further broken down the front elevation. This has resulted in a carefully balanced approach, providing a contemporary approach which responds to its context and carefully breaks down its massing in an appropriate fashion.

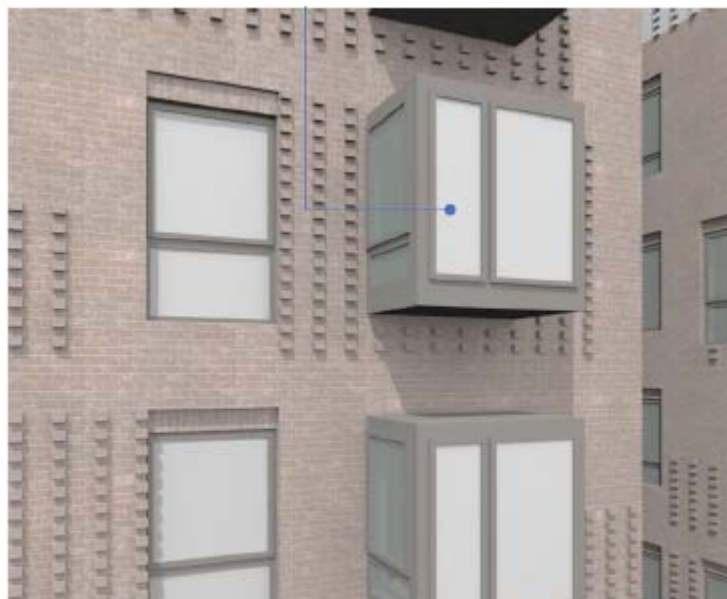


Figure 5 detailed design showing use of textured brickwork to break up the elevation of the building

8.16 Amendments have been made to make the entrance to the buildings more apparent, with the introduction of a horizontal white frame which would also act as a canopy. This has helped accentuate these entrances over the entrance to the car-park area.

8.17 Further discussions have been had regarding the choice of materials; the use of brick as the main building material is supported, being a long lasting hardwearing material with low maintenance requirements. Painted steel balustrates and railings are proposed to match the window frame colour, which are proposed as powder-coated aluminium frames in a grey colour. The overall palette of materials is supported and whilst the exact brick specification can be secured at discharge of condition stage, a scheme which uses three main bricks (as opposed to the four proposed) is considered

more successful. This makes the scheme appear less “busy” with one main brick used for the taller recessive elements, in a grey colour to have a relationship with the scheme at 37 Russell Hill Road and two red toned bricks used, one for each of the front sections. This would allow the taller element to appear more recessive and would emphasise the front sections and ties the palette into the surrounding area (through the use of red brick) and to the new development at 37 Russell Hill Road and the colouration of the half-timbering of the care-home.

- 8.18 With a planning condition to control the detailed design including brick and mortar colours, window recesses and soffit materials to balconies, the development is considered to be a modern high quality proposal and appropriate for a location on the edge of a District Centre.



Figure 6 CGI showing brick colouration

Impact upon neighbours

- 8.19 The site is located on the west side of Russell Hill Road, with Sunrise Purley care-home to the south; 37 Russell Hill Road (a detached house) currently the subject of a planning application to the north and 1a Russell Hill, an infill house and 2 More Close located to the rear at a higher level. No properties are located on the opposite side of the road and properties front Purley Way at a lower ground level.

37 Russell Hill Road

- 8.20 This property is currently a detached house sat at higher land level than the application site. As set out in the planning history section above, an application has been submitted for the redevelopment of the site for a 2-8 storey block of flats (47 units), which appears elsewhere on this agenda – for determination. As this scheme is currently under determination, both the existing and proposed scenario should be considered.

	1 - 37 Russell Hill Road (at a higher level)
	2 - 1a Russell Hill (at a higher level)
	3 - 2 More Close (at a higher level)
	4 - Properties fronting Purley Way (at a lower level)
	5 - Sunrise Purley carehome (at a lower level)

Impact on the proposed scheme (37 Russell Hill Road)

- 8.21 The two schemes have been designed in a complementary fashion and have a similar approach to massing, layout and fenestration, with the scheme at 37 Russell Hill Road taking advantage of its corner site characteristic. The height of the proposed scheme at 37 Russell Hill Road would be 2-8 storeys and so would be a similar height to the proposal.
- 8.22 Both schemes would have a number of windows which would face each other from a distance of approximately 3 metres (located towards the front of both buildings). All of the windows in the scheme at 37 Russell Hill Road would be secondary windows to habitable rooms and as such are proposed as obscure glazed fixed shut, as are those the subject of this proposed development (29-35 Russell Hill Road). Therefore, there would be no loss of privacy. All rooms would have sufficient outlook from other windows which are located at right angles to the boundary, facing to the front or rear.
- 8.23. Towards the rear of the sites, the buildings would step away from the boundaries and would be 18 metres apart where directly opposite, which would be sufficient distance to maintain outlook and privacy. Windows in the rear section of 29-35 Russell Hill Road would therefore not obscure glazed. Between the two blocks are areas of communal amenity space which would be overlooked by windows at upper levels. The protection of amenity space in DM10.6 relates exclusively to private amenity space and not communal space, as a degree of surveillance is preferable to communal areas.
- 8.24. The proposal would have a significant impact on the light to the units, especially those nearest the boundary and a specialist report has been undertaken. This considers the daylight and sunlight for future residents once both schemes have been completed. From the 75 windows tested, 37 would meet the BRE guidelines for the Vertical Sky

Component (VSC), the remaining 38 would not. Officers have considered there to be major impact on 19 windows (where the loss of daylight is reduced within 50% to 100% of the BRE guidelines). The Annual Probable Sunlight Hours (APSH) has also been tested, 31 windows would meet the guidelines for the required annual sunlight hours – with the remaining would not meet the guidelines. However, the rooms have been tested for their internal daylight and show that they all meet the relevant standard. Therefore, whilst the proposal would have an impact on light to these units, an acceptable standard of internal light would be retained.

Impact on Existing House (37 Russell Hill Road)

- 8.25. 37 Russell Hill Road is a detached two storey house with accommodation in the roof which sits at approximately the same level as the existing house at 35 Russell Hill Road. It has a number of first floor side facing windows which appear to serve principal rooms and a single storey extension at rear with no rear facing principal windows nearest to the boundary. As such, a significant amount of the outlook for bedroom windows relies on side facing windows.
- 8.26. Whilst side facing windows are offered less protection through the Suburban Design Guide, in this instance given the layout of the existing house and the height and mass of the proposed building, it is considered to have a detrimental impact on the light and outlook from these windows and have an impact on the property overall. Proposed windows opposite this existing window are to be obscure glazed and so no loss of privacy would result subject to conditions.
- 8.27. Windows located on the side elevation of the rear section of Block B would look towards the garden space of 37 Russell Hill Road at a distance of approximately 10 metres from the boundary. 10 metres is usually sufficient distance to ensure that direct overlooking of private amenity space does not occur (in accordance with policy DM10.6). However, given the number of windows and height of the building which would overlook this garden space, it is considered to result in a loss of privacy to this space which is protected by policy DM10.6.
- 8.28. As such, the proposal has an unacceptable impact on the existing house at 37 Russell Hill Road. As set out in the report for application (LBC Ref 19/00467/FUL), the proposed redevelopment of 37 Russell Hill Road is recommended for approval and would result in the demolition of this neighbouring house. Therefore a legal agreement would tie the development together so the proposal (at 29 - 35 Russell Hill Road) could not progress beyond first floor slab (the point at which the impact would become acute) until the existing property at 37 Russell Hill Road has been demolished and vice visa. This would ensure a comprehensive redevelopment across both sites and an acceptable mutual impact.

1a Russell Hill

- 8.29. This detached house is set approximately a storey above the proposed ground level. None of the windows would look directly towards this property, which is located to the north-west and would be over 25 metres away, with a screen of mature trees. The impact on privacy and outlook would therefore be acceptable. A detailed study has been conducted into the impact on the light of the windows most likely to be affected with loss of light considered to be minor and negligible, with sufficient internal light and sunlight hours retained. The rear facing windows would be at 45 degrees to the

proposal and face due south. Therefore the impact on light and outlook would be minimal. The impact on this property is therefore acceptable.

- 8.30. To the rear of 1A Russell Hill is a newly built infill bungalow. Its rear elevation would face onto the application site, opposite Block B and would be separated by 16.75 metres – again at an elevated position. It has a ground floor bedroom and a dining space in the rear elevation with the main kitchen, breakfast space and sitting room at the front. Two bedrooms are located in the roof with front dormers. The proposal would have some impact on this property as there would be less than an 18 metre window to window separation distance. The protected trees which run along the boundary between the two properties would give some protection from overlooking during summer and the existing boundary treatment would also screen the amenity space. The proposal would have an impact on privacy and light to this unit, but given the land levels between the properties and that most living spaces have unaffected forward facing windows, the impact is on balance acceptable.

2 More Close

- 8.31. This property has been granted planning permission for redevelopment as a two/three storey block of nine flats. As the development is to the north of this property, no sunlight impacts would occur. The nearest part of the building would be 22m away from the front elevation at a 45° angle. As such, there would be no discernible impact on daylight either and the separation distance would be adequate to ensure privacy is suitably retained. The permission to redevelop this house has not yet been commenced; the existing house is further away from the development (at 28 metres) and consequently, there would be an acceptable impact on this property as well.

Properties on Purley Way

- 8.32. These properties are located approximately 1 ½ storeys below the proposed level of the development and would be approximately 40m to the east. Therefore, there would be no significant loss of privacy or other impact on these properties.

Impact on Sunrise Carehome

- 8.33. This property is located to the south of the development site and would also be set at a lower level. There are no side facing windows contained within this property (looking towards the development site); all side facing windows in the section of the proposed development closest to the care-home would be obscure glazed with balconies screened. Where the proposed building extends further to the rear, it would be pulled away from the boundary (by 8.5 metres) and would be screened by both existing and proposed landscaping. The area which these windows look towards are an area of communal amenity space, which is not protected by policy DM10 from direct overlooking.
- 8.34. There are rear facing windows located at a distance of approximately 6 metres from the boundary; which would be over 13 metres from the proposed section of the building adjacent. Whilst the proposal would extend significantly deeper than the care-home, it would not break a line taken at 45° in plan from this window. Whilst the Suburban Design Guide does not apply to this scale of development, this “rule of thumb” is still relevant in showing that the impact on these windows would be acceptable.

Additionally a daylight and sunlight study shows that the loss of daylight would be negligible and that sufficient sunlight is retained.

Other Impacts

- 8.35. Given that the building is solely residential, there are no concerns that the proposed building would cause noise and disturbance levels that would be incompatible with the surrounding existing uses. Whilst concerns have been raised regarding the impact of construction; such impacts would only be temporary and should only be afforded limited weight. In order to ensure that any such impacts are minimised as far as reasonable possible, a condition requiring the submission of a detailed Construction Management Plan/Construction Logistics is recommended.

Housing Quality for Future Occupiers

Housing Standards

- 8.36. All of the proposed units would comply with the NDSS and all would feature external amenity spaces (in the form of balconies/terraces) which would provide a minimum depth of 1.5 metres (in accordance with the Mayor of London's Housing SPG). DM10.4 of the CLP states that they should be 5 m² with an additional 1 m² for each occupant over 2 people. All balcony spaces measure at least 5 m² but some do not provide the full additional 1m² per person. However, each unit deficient in external area has an equivalent extra internal area. Therefore and on balance, these units would have adequate facilities when taken as a whole. It should also be noted that some units would have generous internal and external areas in excess of the minimum standards.
- 8.37. Careful consideration of the internal layout has been given in order to ensure that future occupiers would be afforded good levels of outlook and privacy, with limited opportunities for overlooking within the development and with the developments adjacent. With a complicated built form and development set at a number of levels, it is perhaps inevitable that some units will have windows or amenity spaces in close proximity to communal areas or routes. In all instances, ground floor units would have defensible space or planted areas between them and communal areas to ensure that the level of privacy within the unit is acceptable.
- 8.38. All units in Blocks A and B would be located at or above the ground level apart from two units in Block A and 3 units in Block B. These units would face east and have light wells which accord with the Suburban Design Guide in terms of heights and angles to ensure that sufficient outlook is maintained.
- 8.39. As such it is considered that future occupiers of the proposed development will be afforded a good level of amenity.

Communal Amenity and Child Play Space

- 8.40. In accordance with Policy DM10.5, communal amenity space would be accommodated and is provided in three main spaces.
- An area at the rear of the site, adjacent to the southern boundary provides a grassed area and seating opportunities. It is accessible to all units and on the level from the

first floor of Block A. With planting controlled by condition, the boundary with the care-home to the south can be protected to ensure no overlooking occurs.

- A central space located between Blocks A and B provides child play space and an amphitheatre area. This has been designed as the heart of the landscaped area and would have a width of 15 metres. As such, it would be able to adequately accommodate the necessary formal play-space and any other areas of play would be able to be incorporated into the landscaping.
- Following amendments to the scheme which reduced the depth of Block B, a walkway now links the central space to the third space, situated to the north of Block B, which has been designed as an allotment area. All three spaces would therefore be step free.

8.41. The landscaping strategy has been developed – linked to various activities and would provide generous spaces and the level of play-space required by policy DM10, with over 1000 m² of usable communal space proposed. Conditions are recommended to secure full details of the landscaping, levels and play equipment, as well as sensitive lighting of these areas.

8.42. Given the height of the proposed buildings an overshadowing assessment has been conducted of the two main external spaces against BRE standards to achieve 50% of the space receiving 2 hours of sun in summer. The two largest spaces have been tested and would meet BRE guidelines. The space situated to the south would easily stratify the standards. Whilst the third space has not been tested, were it to fully fail the spaces overall would meet the criteria, which would be acceptable on balance, as all units would have access to all communal amenity spaces and play areas.

Accessible Housing

8.43. The proposed entrance to the development would be accessed from two communal entrances off Russell Hill Road. Stairs and lifts are provided to all floors. 11% of the proposed units (12 in total) would comply with Part M4(3) (Wheelchair User Dwellings) with the remaining units all being designed to comply with Part M4(2) (Accessible and Adaptable Dwellings). There would be 2 accessible parking spaces with level access to a lobby with a lift and all communal parts of the site are accessible without steps. The proposal fully meets London Plan policies in this regard.

Trees and Landscaping

8.44. There are a number of trees on the site and in adjacent gardens. In terms of the trees on the site, the application has sought to retain these trees where possible and integrate them into the landscaping. In total four Category B trees, 15 small Category C trees and one poor quality group would be removed. The Council's Tree Officer is satisfied with the removal and the replacement with 19 trees mainly located in the front garden area and along the southern boundary. Subject to conditions including full details of the landscaping and tree pits, the trees to be removed and landscaping replaced is acceptable.

8.45. There is a series of Category B trees protected by a TPO beyond the rear boundary, at a higher level. Satisfactory protection measures have been proposed which, with conditions, should ensure that the impact on these trees would be acceptable.

8.46. A carefully considered landscaping scheme has been submitted, with landscaping used to provide replacement planting, defensible planting to ensure privacy to ground floor units and additional planting to reinforce boundaries and prevent an unacceptable level of overlooking. The low level elements of the landscaping strategy has been designed to reflect the elevations, with the hit/miss brickwork reflected in small areas of shrubs and hedging. The landscaping also helps define the separate areas of communal amenity space. With conditions to secure details and a maintenance strategy, this is considered to be a high quality element of the scheme.

Transport, Parking and Highways

Trip Generation and Impact on Surrounding Transport Network

8.47. The access is proposed as being close to the centre of the site, which allows for adequate visibility splays to be provided and an acceptable distance from the proposed access to 37 Russell Hill. There are two existing access to garages, so the number of access points to the highway would be unchanged by the two proposals. The access is wide enough for two vehicles to pass. Therefore, given the numbers of trips likely to result, the visibility and location of the access, its impact on the highway network is considered to be acceptable.

8.48. The number of private vehicle movements which would result from the proposal has been estimated by considering the site's location close to the District Centre and comparing to the trip generation at other comparator sites recorded in the TRICS database of trip generation. This has estimated that the proposal would result in a maximum of 11 vehicle movements in the AM peak and 14 in the PM peak. It should be noted that these figures precede the amendments to the scheme and so would be lower due to the reduction in parking spaces. This impact on the local network would be acceptable.

8.49. Cycle parking is provided in accordance with the draft London Plan and so the proposal is likely to result in a significant generate of bicycle trips. Equally, given the site location close to Purley District Centre, a significant number of pedestrian trips are likely. Whilst the pedestrian infrastructure is adequate in the local area, there would be increased use of the junction between Foxley Lane and Russell Hill Road, as well as in the local area. It is proposed that a financial contribution is secured in order to improve the usability of these junctions and the network generally, for pedestrians and cyclists.

Deliveries and Servicing

8.50. A detailed refuse, serving and delivery strategy has been prepared. Bin stores are located at the entrance level of each building and are within the drag distance from refuse vehicles halted on the highway. However, given the presence of parking bays opposite and that the furthest bin is slightly further than the maximum "drag distance" a condition is recommended to require a detailed waste management strategy, with the use of a private company, if required.

Smaller domestic servicing can occur off the highway from the entrance to the carpark, with is wide enough for two vehicles to pass each other. A Delivery and Servicing Plan is recommended to be secured by condition.

Parking Provision

- 8.51. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALS 0-1), boroughs should consider higher levels of provision. Policy SP8.15 of the CLP states that in high PTAL areas in centres, car free development is encouraged. The site is on the edge of Purley District Centre and a number of the surrounding roads have restricted parking (such as Purley Way – which is a Red Route) or designated parking bays (such as More Close) and bays for permit holders or pay and display (Russell Hill).
- 8.52. The scheme as originally submitted proposed 30 parking bays, including parking on a forecourt from Russell Hill Road. Officers were concerned that this represented an over-provision of parking and dominated the site frontage and so the scheme was amended to propose 20 spaces in a basement.
- 8.53. The site has a PTAL of 3-5, but with 5 being the most appropriate figure. As such, whilst a car free development is not appropriate given that the site does fall outside of the District Centre, provision of parking spaces significantly below the maximum figure is appropriate. The provision of 20 parking spaces would allow for five to be provided as wheelchair spaces, allowing sufficient provision for the wheelchair units, in accordance with the draft London Plan and for one space per 3-bedroom unit. This is considered to be an appropriate level of parking provision given the location of the site in close proximity of Purley District Centre; it is entirely feasible for some residents, especially those in smaller units, would not need to use a car regularly.
- 8.54. In order to ensure that any overspill parking does not impact on the safe and efficient operation of the highway, a parking stress survey has demonstrated that there are a total of 140 parking spaces currently available in the immediate area, following a Lambeth Survey methodology. A number of these spaces are either Residents' Parking spaces or restricted spaces. Removing these spaces from the availability, results in an average of 89 spaces being available. The applicants Transport Statement has assessed the impact of approved, non-implemented, schemes in the local area (including the scheme at 37 Russell Hill Road); this shows that even taking into account a worst-case scenario of those developments resulting in significant overspill parking these would still be a significant number of spaces available – and the same factors which give rise to a conclusion that the parking generated with this scheme would be significantly less than the maximum also apply to those schemes. In order to ensure the free-flow of traffic, it is proposed to introduce double yellow lines locally close to the access, which would reduce the availability of on-street parking; this has been considered and still gives rise to an acceptable impact on the availability of on-street parking. In order to promote sustainable travel it is recommended that two on-street car club spaces are provided, funded by the applicant, which is included in the draft S.106 Agreement and which would result in a reduction in need for private vehicles in on-street bays.
- 8.55. There are a number of residents' parking spaces in the local area, notably opposite the site (where bays are mixed residents' parking and pay and display). As such, it is considered prudent by officers to ensure that future residents' of the scheme should not have access to residents' parking permits, so as to encourage further the use of sustainable travel measures and to limit further pressure being placed on the existing controlled parking arrangements.

8.56. Furthermore, a number of other highways and sustainable travel improvements are proposed, including:

- A review of parking stress and the controlled hours of parking in the locality to inform future CPZ provision
- Improvements in active and sustainable travel and the pedestrian environment in the area of the Foxley Lane and Russell Hill Road junction to facilitate pedestrian movements
- Contribution towards on-street electric vehicle charging points in order to encourage sustainable travel and minimise air pollution
- A Travel Plan monitoring fee to ensure that sustainable travel is encouraged in the development

8.57. With the above measures implemented, the impact of the scheme on the local highway situation is acceptable.

Other Planning Matters

Flooding

8.58. The site sits within Flood Risk Zone 1 (and thus is considered to be at a low risk of fluvial flooding) and the site is at a low risk of flooding from surface water and has the potential of groundwater flooding to occur at the surface. Infiltration SuDS techniques would be employed to deal with the excess run-off from the post developed site. The surface water run-off from the post developed site will be managed using precast ring soakaways. The proposed strategy reduces the risk of surface water flooding as far as it reasonably practicable. The LLFA has no objection to the proposal subject to a condition being imposed requiring the submission of a detailed strategy.

Sustainability

8.59. Policy SP6.2 requires new development to minimise carbon dioxide emissions, including that new dwellings (in major development proposals) must be Zero Carbon. As a minimum a 35% reduction in regulated carbon emissions over Part L 2013 is required, with the remaining CO₂ emissions to be offset through a financial contribution.

8.60. The proposed development would utilise solar panels on the main areas of flat roof, good levels of energy efficiency and insulation to reduce heating requirements and high efficiency heating units to achieve a 42.49% reduction in regulated CO₂ emissions. The remaining regulated CO₂ emissions shortfall would be covered by a carbon offset payment which would need to be secured through a S.106 agreement. A planning condition is recommended to secure compliance with the domestic water consumption target of 110 litre/person/day, to ensure sustainable use of resources.

8.61. London Plan Policy 7.14 (B) states that developments should minimise increased exposure to existing poor air quality and seek to contribute to addressing local air quality problems and Croydon Local Plan (2018) requires development to positively contribute to improving air, land, noise and water quality by minimising pollution. The proposal has been reviewed by the Council's Pollution Team and considered acceptable subject to the imposition of conditions. In addition in order to be acceptable a financial contribution is required to be secured via S106 agreement.

Ecology

8.62. In terms of wildlife and biodiversity, the applicant has submitted an Ecological Assessment and bat surveys and there is no evidence of protected species such as bats and badgers. A condition is recommended requiring measures to enhance Biodiversity such as the installation of integrated bat and bird roosts in the new building and further assessments of nesting birds.

Archaeology

8.63. An archaeological report submitted with the application concluded that due to the significant previous changes to ground levels there was no significant likelihood of archaeological impact. English Heritage concurred and concluded that no further work is required.

Other

8.64. Croydon Local Plan policy SP3.14 and the planning policy including the adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy – Review 2017 sets out the Councils' approach to delivering local employment for development proposal. A financial contribution and an employment and skills strategy would be secured as part of the legal agreement.

8.65. The development would be liable for both Mayoral Community Infrastructure Levy (CIL) and Croydon CIL. The collection of CIL would contribute to provision of infrastructure to support the development including provisions, improvement, replacement, operation or maintenance of education facilities, health care facilities, and opens space, public sports and leisure, and community facilities.

Conclusions

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

Appendix 1: Planning Policies and Guidance

The following lists set out the most relevant policies and guidance, although they are not exhaustive and the provisions of the whole Development Plan apply (in addition to further material considerations).

London Plan

Policy 3.3 Increasing Housing Supply
Policy 3.4 Optimising Housing Potential
Policy 3.5 Quality and Design of Housing Developments
Policy 3.6 Children and Young People's Play and Informal Recreation Facilities
Policy 3.8 Housing Choice
Policy 3.9 Mixed and Balanced Communities
Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
Policy 3.13 Affordable Housing Thresholds
Policy 4.12 Improving Opportunities for All
Policy 5.2 Minimising Carbon Dioxide Emissions
Policy 5.3 Sustainable Design and Construction
Policy 5.4A Electricity and Gas Supply
Policy 5.7 Renewable Energy
Policy 5.9 Overheating and Cooling
Policy 5.10 Urban Greening
Policy 5.11 Green Roofs and Development Site Environs
Policy 5.12 Flood Risk Management
Policy 5.13 Sustainable Drainage
Policy 5.14 Water Quality and Wastewater Infrastructure
Policy 5.15 Water Use and Supplies
Policy 5.17 Waste Capacity
Policy 5.21 Contaminated Land
Policy 6.1 Strategic Approach
Policy 6.3 Assessing Effects of Development on Transport Capacity
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.1 Lifetime Neighbourhoods
Policy 7.2 An Inclusive Environment
Policy 7.3 Designing Out Crime
Policy 7.4 Local Character
Policy 7.5 Public Realm
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology
Policy 7.14 Improving Air Quality
Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
Policy 7.19 Biodiversity and Access to Nature
Policy 7.21 Trees and Woodlands

The Mayor of London has published and adopted Supplementary Planning Guidance, of which the Affordable Housing and Viability SPG, Housing SPG, Play and Informal Recreation SPG and Sustainable Design and Construction SPG are of relevance.

Croydon Local Plan (CLP)

The Croydon Local Plan was adopted on the 27th February 2018 and the main relevant policies to this application are as follows:

SP2 Homes

DM1 Housing Choice for Sustainable Communities

SP3 Employment

SP4 Urban Design and Local Character

DM10 Design and Character

DM13 Refuse and Recycling

DM16 Promoting Healthy Communities

DM18 Heritage Assets and Conservation

SP5 Community Facilities

SP6 Environment and Climate Change

DM23 Development and Construction

DM24 Land Contamination

DM25 Sustainable Drainage Systems and Reducing Flood Risk

SP7 Green Grid

DM27 Protecting and Enhancing our Biodiversity

DM28 Trees

SP8 Transport and Communication

DM29 Promoting Sustainable Travel and Reducing Congestion

DM30 Car and Cycle Parking in New Development

DM42.1 Purley and its Environs

Suburban Design Guide (2019)

Appendix 2: Drawing Nos

Issue sheet for all drawings - 29-35 Russell Hill Road

09/12/2019

Architectural Plans

Drawing No.	Rev	Title
18-071-P001	A	location plan and existing topo site plan existing elevations & street scene
18-071-P002		existing house plans & elevations
18-071-P003		
18-071-P004	A	location plan
18-071-P005	H	proposed site plan

18-071-P006	F	proposed floor plans - 1
18-071-P007	F	proposed floor plans - 2
18-071-P008	F	proposed floor plans - 3
18-071-P009	B	proposed roof plan
18-071-P010	E	proposed elevations - 1
18-071-P011	D	proposed elevations - 2
18-071-P012	D	proposed elevations - 3
18-071-P013	E	proposed elevations - 4
18-071-P014	D	proposed elevations - 5
18-071-P017	D	proposed section A - overlooking study
18-071-P018	D	proposed section B - overlooking study
18-071-DAS	C	Design & Access Statement
18-071-AS	G	Accommodation Schedule
18-071-CGI 08	A	proposed CGI visual - street scene
18-071-P040	B	proposed car parking plan
18-071-P041	B	proposed cycle store layout
18-071-P042	B	proposed refuse collection
18-071-P043	B	proposed security strategy
18-071-P044	B	proposed fire emergency plan
18-071-P045	B	proposed external lighting strategy
18-071-P009	B	proposed roof plan - PV layout

Drawing No.	Rev	Title
18-071-P030	D	Hard landscape plan
18-071-P031	E	Tree Plan
18-071-P032	F	Shrub planting rear
18-071-P033	A	Shrub plan Front
18-071-P034	A	Playground plan
18-071-P039	A	Shrub planting rear courtyard

Appendix 3: BRE Guidance Terms

Daylight to existing buildings

The BRE Guidelines stipulate that the diffuse daylighting of the existing building may be adversely affected if either:

- the vertical sky component (VSC) measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value (or reduced by more than 20%), known as “the VSC test” or
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value known as the “daylight distribution” test.

Sunlight to existing buildings

The BRE Guidelines stipulate that the sunlight of an existing window may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual winter probable sunlight hours between 21 September and 21 March (WPSH); and
- receives less than 0.8 times its former sunlight hours (or a 20% reduction) during either period; and
- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

If one of the above tests is met, the dwelling is not considered to be adversely affected.

Daylight to new buildings: Average Daylight Factor (ADF)

The ADF test calculates the average illuminance within a room as a proportion of the illuminance available to an unobstructed point outdoors, under a sky of known illuminance and luminance distribution.

The BRE Guidelines stipulate that kitchens should attain at least 2% ADF, living and dining rooms at least 1.5% ADF and bedrooms at least 1% ADF.

Sunlight to gardens and outdoor spaces

The BRE guidelines look at the proportion of an amenity area that received at least 2 hours of sun on 21st March. For amenity to be considered well sunlight through the year, it stipulates that at least 50% of the space should enjoy these 2 hours of direct sunlight on 21st March.

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

19th December 2019

Part 8 Other Planning Matters

Item 8.1

Report of: Director of Planning and Strategic Transport	Title: Weekly Planning Decisions
Author: Pete Smith	

1. Purpose

- 1.1 This report 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).

Planning Decisions

- 1.2 Attached as Appendix 1 is the list of delegated and Planning Committee/Sub Committee decisions taken between 25th November 2019 and 2nd December 2019.
- 1.4 During this period the service issued 171 decisions (ranging from applications for full planning permission, applications to discharge or vary planning conditions, applications for tree works, applications for prior approval, applications for non-material amendments and applications for Certificates of Lawful Development). 4 applications were withdrawn by the applicants (which also appear on the list).
- 1.5 Out of the 171 decisions issued, 25 were refused (14.6%). Therefore the approval rate for last week was 85.4%.
- 1.6 Notable decisions are listed below
- On 25th November 2019, planning permission was refused for the redevelopment of 5 Silver Lane (situated within the Webb Estate Conservation Area) involving the replacement 5 bedroom house (LBC Ref 04546/FUL). This follows on from a previous refusal of planning permission for a similar form of development which had previously been dismissed on appeal. The refusal of planning permission followed on from previous concerns around the loss of the existing building which makes a positive contribution to the character and appearance of the Webb Estate Conservation Area with the replacement being overly extensive in terms of mass and footprint, whilst adopting an unacceptable contemporary approach, failing to respect the landscape first principles enshrined in the CAAMP.
 - On 4th December 2019, outline planning permission was refused for the redevelopment of 41 Kingswood Lane involving the erection of a

building comprising 2x3 bed and 4x2 bed flats with car parking (LBC Ref 19/04390/OUT). This was an outline planning application with all matters reserved – and officers were concerned about the scale of development proposed with the failure to provide adequate private amenity space – with inadequate consideration being offered to sustainable travel and refuse storage arrangements.

- On 3rd December 2019, planning permission was refused for the redevelopment of 44 Beulah Road involving the erection of a replacement building comprising 1x3 bed, 3x2 bed and 4x1 bed flats with 1 off street car parking space (LBC Ref 19/04721/FUL). This decision followed on from 2 decisions taken in 2018; planning permission for the redevelopment of the site to provide 5 self-contained units and refusal of planning permission for redevelopment to provide 8 self-contained flats. The reasons for refusal focussed on substandard accommodation, the proposed scale and mass of the proposed building failing to respect local character and the Beulah Road street-scene, lack of evidence submitted to justify limited levels of off street car parking in an area already suffering elements of on street car parking stress and the enclosing effect of the development on immediate neighbours.

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. :	19/04530/CAT	Ward :	Addiscombe East
Location :	15 Wavell Court 9 Elgin Road Croydon CR0 6XB	Type:	Works to Trees in a Conservation Area
Proposal :	To reduce Silver Birch just above previous pruning points (approximately 2m)		

Date Decision: 06.12.19

No objection (tree works in Con Areas)

Level: Delegated Business Meeting

Ref. No. : 19/04719/HSE **Ward : Addiscombe East**
Location : 310 Lower Addiscombe Road **Type: Householder Application**
Croydon
CR0 7AF
Proposal : Demolition of existing rear extension, erection of single storey rear extension and installation of window in ground floor side elevation.

Date Decision: 29.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04789/LP **Ward : Addiscombe East**
Location : 34 Elmgrove Road **Type: LDC (Proposed) Operations**
Croydon **edged**
CR0 7DQ
Proposal : Erection of a dormer extension in the rear roofslope and the provision of two velux windows in the front roofslope.

Date Decision: 29.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/04972/HSE **Ward : Addiscombe East**
Location : 18 Teevan Road **Type: Householder Application**
Croydon
CR0 6RN
Proposal : Erection of single storey rear extension and dormer extension in rear roofslope; installation of rooflights in front roofslope.

Date Decision: 05.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/05040/GPDO **Ward : Addiscombe East**
Location : 4 Storrington Road **Type: Prior Appvl - Class A Larger**
Croydon **House Extns**
CR0 6PN
Proposal : Erection of single storey rear extension projecting out 6 metre with a maximum height of 2.9 metres

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 03.12.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/05102/HSE
Location : 341 Addiscombe Road
Croydon
CR0 7LF
Proposal : Erection of a first floor side extension
Date Decision: 29.11.19

Ward : Addiscombe East
Type: Householder Application

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04097/FUL
Location : 29 Dartnell Road
Croydon
CR0 6JB
Proposal : Erection of dormer extension in rear roofslope
Date Decision: 27.11.19

Ward : Addiscombe West
Type: Full planning permission

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04746/HSE
Location : 233 Morland Road
Croydon
CR0 6HE
Proposal : To drop the kerb outside my property
Date Decision: 29.11.19

Ward : Addiscombe West
Type: Householder Application

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04992/FUL
Location : 75-77 Morland Road
Croydon
CR0 6HA
Proposal : Erection of a rear single storey extension (Retrospective)

Ward : Addiscombe West
Type: Full planning permission

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 03.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. :	19/05180/FUL	Ward :	Addiscombe West
Location :	81 Oval Road Croydon CR0 6BQ	Type:	Full planning permission
Proposal :	Alterations, conversion of a ground and first floor maisonette to 1 x studio flat and 1 x 1 bedroom flat, and erection of dormer extension in the rear roof slope and roof lights in the front roof slope		

Date Decision: 06.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. :	19/04316/DISC	Ward :	Bensham Manor
Location :	168 Frant Road Thornton Heath CR7 7JW	Type:	Discharge of Conditions
Proposal :	Discharge of Condition 4 (refuse and cycle storage) of LPA ref: 18/03885/FUL (Alterations; conversion to form 1 one bedroom, 1 two bedroom and 1 three bedroom flats)		

Date Decision: 05.12.19

Approved

Level: Delegated Business Meeting

Ref. No. :	19/04772/LE	Ward :	Bensham Manor
Location :	7 Lakehall Gardens Thornton Heath CR7 7EL	Type:	LDC (Existing) Use edged
Proposal :	Use of existing garage as a habitable room		

Date Decision: 03.12.19

Lawful Dev. Cert. Granted (existing)

Level: Delegated Business Meeting

Ref. No. :	19/04568/FUL	Ward :	Broad Green
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Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 81 Mitcham Road
Croydon
CR0 3NA
Type: Full planning permission

Proposal : Alterations, conversion to 1 three bedroom flat and 1 one bedroom flat, provision of associated refuse storage and cycle storage.

Date Decision: 29.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04685/LP
Location : 85 Greenside Road
Croydon
CR0 3PQ
Type: LDC (Proposed) Operations edged
Ward : **Broad Green**

Proposal : Erection of dormer extension in rear roofslope and installation of rooflights in front roofslope

Date Decision: 03.12.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/04765/HSE
Location : 19 Mitcham Road
Croydon
CR0 3RU
Type: Householder Application
Ward : **Broad Green**

Proposal : Erection of single storey side/rear extension

Date Decision: 03.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04828/FUL
Location : 152 London Road
Croydon
CR0 2TD
Type: Full planning permission
Ward : **Broad Green**

Proposal : Alterations to shopfront to provide access from front to flats above, erection of an additional storey and internal alterations to provide an additional flat and enlarge existing flat, erection of a three storey side extension

Date Decision: 05.12.19

Permission Refused

Level: Delegated Business Meeting

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Ref. No. : 19/04955/DISC **Ward : Broad Green**
Location : 1-40 Dartmouth House Type: Discharge of Conditions
Elmwood Road
Croydon
CR0 2SL

Proposal : Details pursuant to Condition 2 (details of external materials, in respect to rivet fixings, guard railings, roof tiles to 3 storey block and refuse and storage units design) in respect to planning permission ref 18/00250/ful granted in June 2018 for refurbishment of existing high and low rise residential blocks and landscaping works.

Date Decision: 04.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/03912/DISC **Ward : Crystal Palace And Upper Norwood**
Location : Parcels Of Land Adjacent To Auckland Rise, Type: Discharge of Conditions
Church Road And Sylvan Hill
London
SE19 2DX

Proposal : Discharge of condition 14 (Low Emission Strategy) attached to permission 16/06512/FUL for demolition of buildings and erection of 6 buildings varying between three and five storeys in height comprising 29 two bedroom and 28 one bedroom flats; provision of associated car parking, landscaping and other associated works (AMENDED PLANS RECEIVED - BLOCK F REMOVED, BLOCK B INCREASED IN HEIGHT BY 1 STOREY, RETENTION OF A NUMBER OF TREES).

Date Decision: 04.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04666/FUL **Ward : Crystal Palace And Upper Norwood**
Location : 4A Sylvan Hill Type: Full planning permission
Upper Norwood
London
SE19 2QF

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Demolition of existing dwelling. Erection of replacement two storey residential development (with basement and roofspace accommodation) comprising 7 flats (1 x 3 bedroom, 2 x 1 bedroom and 4 x studio) with associate site excavation/reconfiguration, bin and bike stores.

Date Decision: 26.11.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/04696/GPDO

Ward : Crystal Palace And Upper Norwood

Location : 8 Westow Hill
Upper Norwood
London
SE19 1RX

Type: Prior Appvl - Class C to restaurant/cafe

Proposal : Change of use of ground floor from A1 Use (Shop) to A3 Use (Restaurant and Cafe) and erection of associated ducting and ventilation flue to the rear

Date Decision: 25.11.19

(Approval) refused

Level: Delegated Business Meeting

Ref. No. : 19/04750/LP

Ward : Crystal Palace And Upper Norwood

Location : 80 Moore Road
Upper Norwood
London
SE19 3RA

Type: LDC (Proposed) Operations edged

Proposal : Erection of loft conversion, with the formation of dormer in the rear roof slope and roof lights in the front roof slope.

Date Decision: 26.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/04939/CAT

Ward : Crystal Palace And Upper Norwood

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : Amenity Land Woodview Mews
Upper Norwood
London
Croydon

Type: Works to Trees in a
Conservation Area

Proposal : T1: Oak and T2 _ T3: Sycamore - Overhanging from Woodview Mews property into
Council property housing block 283 to 337 on Church Road. Works agreed with owners
to reduce the three trees back to appropriate points away from housing block

Date Decision: 25.11.19

No objection (tree works in Con Areas)

Level: Delegated Business Meeting

Ref. No. : 19/05193/CAT

Location : 48 Harold Road
Upper Norwood
London
SE19 3SW

Ward : **Crystal Palace And Upper
Norwood**

Type: Works to Trees in a
Conservation Area

Proposal : General garden shrub maintenance

Date Decision: 02.12.19

No objection (tree works in Con Areas)

Level: Delegated Business Meeting

Ref. No. : 19/05362/CAT

Location : Coach House
2 Limekiln Place
Upper Norwood
London
SE19 2RE

Ward : **Crystal Palace And Upper
Norwood**

Type: Works to Trees in a
Conservation Area

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Cherry (T1) - crown reduce. Reduce height by 2m from 7m to 5m. Reduce radial spread by 2m.
Cherry (T2) - crown reduce. Reduce height by 2m from 7m to 5m. Reduce radial spread by 2m. .
Sycamore (T3) - cut back and lift. cut back by 2m from 6m to 4m. Crown lift canopy to 4m above ground level.
Sycamore (T4) - cut back and lift. cut back by 2m from 6m to 4m. Crown lift canopy to 4m above ground level.
Holly (T5) - cut back and lift. cut back by 2m from 6m to 4m. Crown lift canopy to 4m above ground level
Yew (T6) - cut back and lift. cut back by 2m from 6m to 4m. Crown lift canopy to 4m above ground level.

Date Decision: 06.12.19

No objection (tree works in Con Areas)

Level: Delegated Business Meeting

Ref. No. : 19/03120/HSE
Location : 6 Woodlands Grove
Coulsdon
CR5 3AJ
Proposal : Alterations including erection of a rear and side extension and raised patio to the rear.

Ward : Coulsdon Town
Type: Householder Application

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03584/HSE
Location : 18A Woodfield Hill
Coulsdon
CR5 3EN
Proposal : Restrospective planning permission for the retention of an outbuilding

Ward : Coulsdon Town
Type: Householder Application

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03837/DISC
Ward : Coulsdon Town

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 18 The Drive
Coulsdon
CR5 2BL

Type: Discharge of Conditions

Proposal : Discharge of Conditions 2 (external facing materials), 5 (hard and soft landscaping), 6 (Tree Protection Plan), 7 (Refuse Store), 15 (Construction Logistics Plan) attached to planning permission 18/05604/FUL for Demolition of garage and extension, erection of two storey 4 bedroom detached house with accommodation in roofspace, alterations to host house, provision of bin and cycle stores and associated parking for proposed house and host house and alterations to land levels

Date Decision: 06.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04433/FUL
Location : 38 Windermere Road
Coulsdon
CR5 2JA

Ward : Coulsdon Town
Type: Full planning permission

Proposal : Conversion of external side garage into a habitable room.

Date Decision: 29.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04608/CONR
Location : 118 Portnalls Road
Coulsdon
CR5 3DF

Ward : Coulsdon Town
Type: Removal of Condition

Proposal : Variation of Condition 1 (approved drawings) of planning permission 19/02528/HSE granted for alterations and erection of a first floor side extension, loft conversion, rear dormer, roof lights on the front roof slope and front porch

Date Decision: 26.11.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/04698/FUL
Location : 28 Chipstead Valley Road
Coulsdon
CR5 2RA

Ward : Coulsdon Town
Type: Full planning permission

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Demolition of existing buildings to the rear, erection of a two storey extension to the rear for Class A2 (financial and professional services) use including a balcony to the rear elevation, formation of a roof terrace at first floor level to the rear and loft conversion with dormer extension in the rear roof slope of the main building.

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. :	19/04738/FUL	Ward :	Coulsdon Town
Location :	15 Chipstead Valley Road Coulsdon CR5 2RB	Type:	Full planning permission

Proposal : Alterations to the shop front, timber cladding to the front and side elevation.

Date Decision: 29.11.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. :	19/04739/ADV	Ward :	Coulsdon Town
Location :	15 Chipstead Valley Road Coulsdon CR5 2RB	Type:	Consent to display advertisements

Proposal : Installation of 1 x internally illuminated fascia sign and 1 x internally illuminated projecting sign.

Date Decision: 06.12.19

Consent Granted (Advertisement)

Level: Delegated Business Meeting

Ref. No. :	19/04792/HSE	Ward :	Coulsdon Town
Location :	42 Clifton Road Coulsdon CR5 2DU	Type:	Householder Application

Proposal : Alterations, erection of a single storey rear and side extension.

Date Decision: 05.12.19

Permission Granted

Level: Delegated Business Meeting

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Ref. No. : 19/04904/DISC **Ward : Coulsdon Town**
Location : 27 Woodfield Hill Type: Discharge of Conditions
Coulsdon
CR5 3ED

Proposal : Discharge Condition 3 (visibility splays and landscaping) attached to 19/02459/FUL for the conversion of the existing dwelling into two dwellings (1 five bedroom with a one bedroom annex and 1 three bedroom), addition of a crossover and alterations

Date Decision: 06.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/05463/NMA **Ward : Coulsdon Town**
Location : Cane Hill Park Development Site Type: Non-material amendment
Brighton Road
Coulsdon
CR5 3YL

Proposal : Redevelopment of the former Cane Hill Hospital Site to accommodate up to 677 residential units (net increase of 675 units); Class A1-A5; B1; C1; D1-D2 Uses; car and cycle parking provision, landscaping and public realm works, interim works, and highway works including a new access onto Marlpit Lane/ Brighton Road Roundabout and Portnalls Road comprising: Outline planning application for the retention and re-use of the Water Tower and Chapel and Refurbishment and Re-use of Administration Building for Class A1-A5; B1; C3; D1-D2 purposes; Re-Use/Rebuild of North Lodge as Use Class C3 single dwellinghouse; Relocation of Farm and Change of use of Glencairn from Use Class C2 to a Use Class C3 dwellinghouse, refurbishment and change of use of MSU building for farming purposes, and erection of three barns on tennis court site; a single building of 3,000m2 GEA for Office (B1) or Hotel (C1) uses; up to 473 new residential units (Class C3); and new access onto Portnalls Road and re-use of existing access onto Portnalls Road. Full planning application for 187 residential units (Class C3) and engineering operations comprising a new road and access from the Marlpit Lane / Brighton Road (A237) Roundabout and associated infrastructure including drainage. (amendment to planning permission 13/02527/P)

Date Decision: 27.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/03329/DISC **Ward : Fairfield**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : Land Bounded By George St, Park Lane, Type: Discharge of Conditions
Barclay Road, And Main London To Brighton
Railway Line

Proposal : Details pursuant to conditions A34 (photovoltaic panels), A45 (Coach Parking Management Plan) and A48 (Detailed Fairfield Halls Travel Plan) of permission ref: 16/00944/P for Outline planning permission for demolition and redevelopment to provide: flexible class A1 (shops) and/or class A2 (financial and professional services) and/or class A3 (food and drink); class B1 (business); class C1 (hotel); class C3 (dwelling houses); class D1 (non-residential institutions); class D2 (assembly or leisure); public realm and landscaping; and associated car and cycle parking, servicing, and access arrangements (with all matters reserved); and Full planning permission for demolition including multi-storey car park and Barclay Road Annexe; extensions and alterations to Fairfield Halls including class A3 (food and drink); erection of buildings for flexible class A1 (shops) and/or class A2 (financial and professional services) and/or class A3 (food and drink) and/or class D1 (non-residential institutions) and/or class D2 (assembly and leisure) and class C3 (dwelling houses); change of use of basement car park (part) to class D1 (nonresidential institutions); public realm and landscaping; and associated car and cycle parking, servicing, and access arrangements

Date Decision: 03.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04158/FUL Ward : **Fairfield**
Location : 3 Chatsworth Road Type: Full planning permission
Croydon
CR0 1HE

Proposal : Change of use of 6 person HMO (Use Class C4) to larger HMO (Sui Generis), provision of associated refuse storage and cycle storage and partial hardstanding to rear.

Date Decision: 29.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/05084/HSE Ward : **Fairfield**
Location : 2 Howley Road Type: Householder Application
Croydon
CR0 1AZ

Proposal : Demolition and erection of a side porch

Date Decision: 29.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/05099/LP
Location : 99 Edridge Road
Croydon
CR0 1EJ
Ward : **Fairfield**
Type: LDC (Proposed) Operations
edged
Proposal : Erection of dormer extensions in the rear roof slope and roof lights in the front roof slope
Date Decision: 29.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/05341/NMA
Location : Thanet House
Coombe Road
Croydon
CR0 1QN
Ward : **Fairfield**
Type: Non-material amendment
Proposal : Non-Material Amendment to Planning Permission 17/03953/FUL for Alterations, alterations to roof, erection of dormer extensions in rear roof slopes and installation of rooflights to front roof slopes and use of fourth floor (roofspace) as 7 one bedroom flats, provision of associated refuse and cycle storage.
Date Decision: 29.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/05372/DISC
Location : Wandle Road Car Park
Wandle Road
Croydon
CR0 1DX
Ward : **Fairfield**
Type: Discharge of Conditions
Proposal : Discharge of Condition 6 (Ventilation) pursuant to planning permission 17/06318/FUL, for the Redevelopment of part of site to provide part5, 22 and 25 storey mixed use building, incorporating 128 no. residential units (Class C3) in addition to flexible commercial floorspace (Class A1/A3/B1/D2) on lower levels, as well as new vehicular access, residential car parking spaces, new public realm, including shared pedestrian and cycle access through the site.
Date Decision: 06.12.19

Not approved

Level: Delegated Business Meeting

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04008/FUL **Ward : Kenley**
Location : 63 Kenley Lane **Type: Full planning permission**
Kenley
CR8 5ED

Proposal : Continued use of outbuilding as three bedroom dwelling house to the side of 63, together with associated car parking, cycle and refuse storage, and landscaping

Date Decision: 02.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04372/DISC **Ward : Kenley**
Location : Land R/o 193 Hayes Lane **Type: Discharge of Conditions**
Kenley
CR8 5HN

Proposal : Discharge Condition No.4 (Landscaping) from PP. 17/06373/FUL

Date Decision: 28.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04398/TRE **Ward : Kenley**
Location : 13 Kenwood Ridge **Type: Consent for works to protected trees**
Kenley
CR8 5JW

Proposal : G1- 3x Ash - Fell to ground level.
-The proposed trees are suffering from Ash Die back.
T1- 1x Ash - Reduce by 2-3 metres.
G2- 5x Ash - Fell 3x smaller ash + Reduce 2x larger Ash by 2-3 metres.
G3- 3x Ash - Fell 1x small Ash + Reduce 2x larger Ash by 2-3 metres.
(TPO no. 35, 1987)

Date Decision: 06.12.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 25.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04648/FUL **Ward :** **New Addington South**
Location : 33 Gascoigne Road **Type:** Full planning permission
Croydon
CR0 0NH
Proposal : Erection of attached 2 bedroom dwelling, provision of parking, cycle and refuse storage, associated alterations

Date Decision: 27.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03540/FUL **Ward :** **Norbury Park**
Location : 3-7 Hermitage Lane **Type:** Full planning permission
Norbury
London
SW16 3LH
Proposal : External alterations to the third floor to provide new fourth floor accommodation comprising 2no. residential units (Class C3).

Date Decision: 05.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04272/GPDO **Ward :** **Norbury Park**
Location : 55 Westminster Avenue **Type:** Prior Appvl - Class A Larger
Thornton Heath House Extns
CR7 8BS
Proposal : Erection of single storey rear extension projecting out 6 metre with a maximum height of 3 metres

Date Decision: 03.12.19

Prior Approval No Jurisdiction (GPDO)

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Level: Delegated Business Meeting

Ref. No. : 19/04716/LP
Location : 59 Westminster Avenue
Thornton Heath
CR7 8BS
Ward : **Norbury Park**
Type: LDC (Proposed) Operations
edged
Proposal : Erection of hip to gable loft conversion, with the formation of the dormer in a rear roof slope and roof lights in the front roof slope.

Date Decision: 26.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/04728/HSE
Location : 6 Maryland Road
Thornton Heath
CR7 8DE
Ward : **Norbury Park**
Type: Householder Application
Proposal : Erection of single storey rear/side extension, erection of front extension with porch and alteration of garage into habitable room.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04737/HSE
Location : 25 Croft Road
Norbury
London
SW16 3NG
Ward : **Norbury Park**
Type: Householder Application
Proposal : Erection of single storey side and single storey rear extension, and alteration of garage into habitable room.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04827/FUL
Location : 21 Kensington Avenue
Thornton Heath
CR7 8BT
Ward : **Norbury Park**
Type: Full planning permission
Proposal : Rear first floor and roof extensions to enable the conversion of the house into three flats

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 06.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. :	19/05050/LP	Ward :	Norbury Park
Location :	20 County Road Thornton Heath CR7 8HN	Type:	LDC (Proposed) Operations edged
Proposal :	Erection of outbuilding in rear garden.		

Date Decision: 02.12.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. :	19/05383/LP	Ward :	Norbury Park
Location :	50 Florida Road Thornton Heath CR7 8EW	Type:	LDC (Proposed) Operations edged
Proposal :	Construction of hip to gable end roof extension, erection or dormer extension in rear roofslope and installation of rooflights in front roofslope.		

Date Decision: 29.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. :	19/03852/ADV	Ward :	Norbury And Pollards Hill
Location :	1392 London Road Norbury London SW16 4BZ	Type:	Consent to display advertisements
Proposal :	Display of 1 x fascia sign, 1 x externally illuminated projecting sign, shopfront alterations including powder coated frames and window vinyl logo and design		

Date Decision: 04.12.19

Consent Granted (Advertisement)

Level: Delegated Business Meeting

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Ref. No. : 19/04552/FUL **Ward : Norbury And Pollards Hill**
Location : 1455 London Road **Type: Full planning permission**
Norbury
London
SW16 4AQ
Proposal : Alterations and installation of new shopfront and awning, change of use from A2 (Estate Agents) to A1/A3 (Cafe/Shop)

Date Decision: 26.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04724/LP **Ward : Norbury And Pollards Hill**
Location : 11 Craignish Avenue **Type: LDC (Proposed) Operations**
Norbury **edged**
London
SW16 4RN
Proposal : Erection of dormer in the rear roof slope and formation of hardstanding area with vehicular crossover.

Date Decision: 29.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/04794/FUL **Ward : Norbury And Pollards Hill**
Location : Radnor House **Type: Full planning permission**
1272 London Road
Norbury
London
SW16 4EB
Proposal : Replacement of the existing horizontal larch timber cladding with render and cladding

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04861/LP **Ward : Norbury And Pollards Hill**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 44 Melrose Avenue
Norbury
London
SW16 4QY

Type: LDC (Proposed) Operations
edged

Proposal : Loft conversion with rear dormer extension and 3 rooflights to the front

Date Decision: 06.12.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/04932/GPDO
Location : 79 Stanford Road
Norbury
London
SW16 4PP

Ward : Norbury And Pollards Hill
Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of a single storey rear extension which projects out by 5 metres from the rear wall of the original house, with a maximum height of 3 metres

Date Decision: 25.11.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/05005/GPDO
Location : 41 Craignish Avenue
Norbury
London
SW16 4RN

Ward : Norbury And Pollards Hill
Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of single storey rear extension projecting out 4 metres with a maximum height of 3.17 metres

Date Decision: 03.12.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/04543/HSE
Location : 11 Chaldon Way
Coulsdon
CR5 1DG

Ward : Old Coulsdon
Type: Householder Application

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Demolition of garage, car port and conservatory, alterations and erection of front porch, single/two storey front/side and single/two storey rear extension

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/05359/TRE **Ward : Old Coulsdon**
Location : The Holt **Type: Consent for works to protected trees**
8 Canon's Hill
Coulsdon
CR5 1HB
Proposal : T1 - T8, Lime Trees - To stem clean and raise canopies to 6m
T10 & T11, Lawson Cypress - To raise canopies to 1m
T20, Hornbeam - Formative pruning
T41, Norway Maple - To crown reduce by 3-4m to old topping points
T52, Apple - To cut out thick limb and thin to goblet shape
T54 & T60, Hazel - To cut thickest 3 stems
T67, Hawthorn - To crown raise to 2m and tidy
T70, Crab Apple - To crown thin by 30%
T82 & T83, Yew - To crown clean and remove epicormic shoots
T86, Ash - To re-pollard
T89, T93, T95, T96, Hazel's - To reduce by thinning
G98, Sycamore Group - To crown thin by 30%
G107, Yew Hedge on drive - To remove Elder near steps

Reasons - Annual pruning works

Date Decision: 06.12.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/05521/LP **Ward : Old Coulsdon**
Location : 33 Canon's Hill **Type: LDC (Proposed) Operations edged**
Coulsdon
CR5 1HB
Proposal : Proposed loft conversion with hip to gable conversion and side dormer, garage conversion and internal alterations

Date Decision: 26.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. :	19/02699/HSE	Ward :	Park Hill And Whitgift
Location :	7 Harland Avenue Croydon CR0 5QB	Type:	Householder Application
Proposal :	Loft conversion with erection of three dormers in the rear roof slope		

Date Decision: 26.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. :	19/04678/DISC	Ward :	Park Hill And Whitgift
Location :	26 Fairfield Road Croydon CR0 5LH	Type:	Discharge of Conditions

Proposal : Discharge of Condition 3 (external materials), Condition 4 (hard and soft landscaping) and Condition 9 (visibility/sight lines) attached to permission 18/04056/FUL for 'Demolition of the existing building and construction of a block of nine flats comprising 4 x one bed, 4 x two bed and 1 x three bed flats, with associated refuse and cycle storage areas, landscaping and car parking.'

Date Decision: 05.12.19

Approved

Level: Delegated Business Meeting

Ref. No. :	19/05058/TRE	Ward :	Park Hill And Whitgift
Location :	30 Bracewood Gardens Croydon CR0 5JL	Type:	Consent for works to protected trees

Proposal : G1 comprising of 2 Oak trees (1 listed as a TPO) and 1 Sycamore tree
 - Tip back lateral branches over 8 Delmey Close - Reduce a 6m Crown spread to 4m, Crown thin by up to 20%
 T2 Yew tree in garage forecourt - Cut back lateral branches over garages by 2m reducing a 4m spread to 2m
 Reasons: to reduce branches almost touching the house, increase available light and abate nuisance.

Date Decision: 02.12.19

Consent Granted (Tree App.)

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Level: Delegated Business Meeting

Ref. No. : 19/04288/HSE Ward : **Purley Oaks And Riddlesdown**
Location : 2 Derwent Drive Type: Householder Application
Purley
CR8 1EP
Proposal : Alterations, erection of a rear extension and raised platform, first floor side extension, alterations to the existing roof and conversion of the existing garage into a bathroom and study

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04580/FUL Ward : **Purley Oaks And Riddlesdown**
Location : Zen Lounge Type: Full planning permission
Brighton Road
Purley
CR8 2PG
Proposal : Installation of fully glazed doors and sidelights at ground floor level to the front elevation, and new glazed doors at upper level to the rear elevation with external roller shutter [retrospective application]. [Amended description].

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04581/ADV Ward : **Purley Oaks And Riddlesdown**
Location : Zen Lounge Type: Consent to display advertisements
Brighton Road
Purley
CR8 2PG
Proposal : Display of 2 x internally illuminated fascia signs and 1 x internally illuminated projecting sign. [Retrospective application].

Date Decision: 28.11.19

Consent Granted (Advertisement)

Level: Delegated Business Meeting

Ref. No. : 19/04619/CONR **Ward : Purley Oaks And Riddlesdown**

Location : 140 & 142 Pampisford Road **Type: Removal of Condition**
Purley
CR8 2NH

Proposal : Variation of condition 2 (materials) attached to planning permission ref. 19/00094/CONR for the variation of conditions 1 (decision drawings), 4 (various incl. cycle and refuse), 8 (landscaping), 15 (CLP) of planning permission 17/05463/FUL at the rear of 140 and 142 Pampisford Road. The permission was for the erection of a two storey building at rear with accommodation in roof space comprising 1 x 1 bedroom; 5 x 2 bedroom and 1 x 3 bedroom flats with associated access, 11 parking spaces, cycle storage and refuse store. The proposed variation is amendments to the external materials.

Date Decision: 25.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04664/DISC **Ward : Purley Oaks And Riddlesdown**

Location : Rosina Gardens **Type: Discharge of Conditions**
849 Brighton Road
Purley
CR8 2BL

Proposal : Discharge of condition 1 (refuse and cycle storage details) attached to planning permission ref. 18/00150/FUL for change of use from residential care home (C2) to a sixteen room HMO (sui generis), insertion of new windows and a door at ground floor level, enlargement of windows on flank western elevation, change of obscurely glazed windows on flank elevations to clear glass, erection of new bin and cycle stores.

Date Decision: 25.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04676/HSE **Ward : Purley Oaks And Riddlesdown**

Location : 52 Florence Road **Type: Householder Application**
South Croydon
CR2 0PP

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Demolition of existing additions to the rear of the property and erection of a single storey side and rear extension with a raised patio to the rear.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04777/HSE
Location : 42 Grasmere Road
Purley
CR8 1DU
Proposal : Alterations, erection of a rear extension
Ward : **Purley Oaks And Riddlesdown**
Type: Householder Application

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/02532/FUL
Location : 3 Northwood Avenue
Purley
CR8 2ER
Proposal : Demolition of a single family dwelling and erection of one 3-storey block, containing 2 x 3 bedroom, 3 x 2 bedroom and 2 x 1 bedroom units with associated landscaping, 1 parking space, cycle storage and refuse store.
Ward : **Purley And Woodcote**
Type: Full planning permission

Date Decision: 06.12.19

Permission Granted

Level: Planning Committee

Ref. No. : 19/03389/HSE
Location : 27 Manor Way
Purley
CR8 3BL
Proposal : Erection of a first floor front extension
Ward : **Purley And Woodcote**
Type: Householder Application

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03582/HSE
Location : 27 Downlands Road
Purley
CR8 4JG
Ward : Purley And Woodcote
Type: Householder Application
Proposal : Double storey side extension & Front Garage extension

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03689/FUL
Location : Crakell End
Hartley Down
Purley
CR8 4EA
Ward : Purley And Woodcote
Type: Full planning permission
Proposal : Demolition of existing detached bungalow and garage. Erection of two pairs of semi-detached dwellings (4 dwellings in total) with car parking, refuse and recycling store, soft landscaping and new vehicular access

Date Decision: 06.12.19

Permission Granted

Level: Planning Committee - Minor Applications

Ref. No. : 19/03802/HSE
Location : 8 Briar Hill
Purley
CR8 3LE
Ward : Purley And Woodcote
Type: Householder Application
Proposal : Alterations, erection of a green house towards the rear of the site

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03883/DISC
Location : 28 Russell Hill
Purley
CR8 2JA
Ward : Purley And Woodcote
Type: Discharge of Conditions

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Discharge of condition 10 (SuDS) relating to planning permission ref.18/00891/FUL for the demolition of the existing building; Erection of 1 x four storey building and 1 x two storey building comprising 5 x one bedroom, 5 x two bedroom and 3 x three bedroom flats. Provision of vehicular access and provision of parking spaces, refuse storage and landscaping.

Date Decision: 29.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04121/FUL
Location : 23 Silver Lane
Purley
CR8 3HJ
Proposal : Demolition of the existing gate lodge and erection of a 9 bedroom house with associated landscaping and car parking.

Ward : **Purley And Woodcote**
Type: Full planning permission

Date Decision: 27.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04365/HSE
Location : 22 Manor Wood Road
Purley
CR8 4LE
Proposal : Demolition of existing garage, erection of a two storey side extension with lower ground floor level extension at rear, erection of a raised patio at the rear with screening, erection of front and side boundary wall, changes to site levels, associated alterations

Ward : **Purley And Woodcote**
Type: Householder Application

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04375/HSE
Location : 5 Green Lane
Purley
CR8 3PP
Proposal : Alterations and erection of a single storey side/rear extension and extension to an existing raised terrace

Ward : **Purley And Woodcote**
Type: Householder Application

Date Decision: 29.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04426/DISC **Ward : Purley And Woodcote**
Location : 57 Downs Court Road **Type: Discharge of Conditions**
Purley
CR8 1BF
Proposal : Discharge of Conditions 4 (Landscaping), 7 (Construction Logistics Plan) attached to PP 18/02697/FUL for demolition of existing house: erection of a two storey building with roof accommodation in association with the creation of 7 residential units consisting 2 x studio, 3 x one bedroom, 1 x 2 bedroom and 1 x 3 bedroom flats with associated landscaping including retaining wall, car parking, bin store and cycle store

Date Decision: 29.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04534/DISC **Ward : Purley And Woodcote**
Location : Marvon Court **Type: Discharge of Conditions**
48 Russell Green Close
Purley
CR8 2NR
Proposal : Discharge of Condition 11 for application 16/03865/P decision dated 10/11/2016 for the: ' Demolition of existing building; erection of two storey building with accommodation in roofspace comprising 6 two bedroom and 1 one bedroom flats; provision of associated parking and refuse storage.'

Date Decision: 29.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04546/FUL **Ward : Purley And Woodcote**
Location : 5 Silver Lane **Type: Full planning permission**
Purley
CR8 3HJ
Proposal : Demolition of the existing house and garage and the erection of a five bedroom house with associated landscaping, garage and car parking provision.

Date Decision: 25.11.19

Permission Refused

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Level: Delegated Business Meeting

Ref. No. : 19/04722/DISC **Ward : Purley And Woodcote**
Location : 6 - 12 Woodcote Valley Road **Type: Discharge of Conditions**
Purley
CR8 3AG
Proposal : Discharge of conditions 4 (Tree works method statement) and 5 (Ecology) permission ref. 17/05209/FUL for the demolition of existing buildings: erection of two/three storey building with accommodation in roofspace comprising 26 Retirement Living apartments for older persons including communal facilities: provision of vehicular access and provision of car parking and associated landscaping.

Date Decision: 02.12.19

Part Approved / Part Not Approved

Level: Delegated Business Meeting

Ref. No. : 19/04774/DISC **Ward : Purley And Woodcote**
Location : 51 Selcroft Road **Type: Discharge of Conditions**
Purley
CR8 1AJ
Proposal : Discharge of Condition 13 (Surface Water Drainage & SUDS) attached to 17/04306/FUL

Date Decision: 04.12.19

Not approved

Level: Delegated Business Meeting

Ref. No. : 19/04829/CONR **Ward : Purley And Woodcote**
Location : 19 Box Ridge Avenue **Type: Removal of Condition**
Purley
CR8 3AS
Proposal : Variation of condition 1 (approved drawings) and condition 7 (Arb Report and TPP) attached to planning decision ref. 18/04762/FUL for the demolition of existing two storey house and detached garage. Erection of two/three storey building with accommodation in the roofscape to provide 8 units including the provision of car and cycle parking, refuse storage facilities, hard and soft landscaping and land alterations throughout the site.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04981/DISC **Ward : Purley And Woodcote**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : Land Rear Of 20 Box Ridge Avenue Fronting Hill Road
Purley Type: Discharge of Conditions

Proposal : Discharge of Condition 2 (materials) attached to planning permission 19/03807/CONR for the demolition of the existing garage and the erection of a single/two storey house with roof accommodation, associated parking and landscaping.

Date Decision: 06.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/05321/CAT Ward : **Purley And Woodcote**
Location : 16 Rose Walk Type: Works to Trees in a
Purley Conservation Area
CR8 3LG
Proposal : T1 Maple cut back over garden by 3 meters T2 Oak cut back over garden by 2 meters

Date Decision: 02.12.19

No objection (tree works in Con Areas)

Level: Delegated Business Meeting

Ref. No. : 19/05470/CAT Ward : **Purley And Woodcote**
Location : 4 Woodcote Lane Type: Works to Trees in a
Purley Conservation Area
CR8 3HA
Proposal : 1) Yew - Reduce lateral branch over drive by 1mtr. 2) Sycamore - Remove 3 lower branches, raise to statutory height required, 5mtrs. 3) Sycamore Sapling - Fell.

Date Decision: 06.12.19

No objection (tree works in Con Areas)

Level: Delegated Business Meeting

Ref. No. : 19/04390/OUT Ward : **Sanderstead**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 41 Kingswood Lane
Warlingham
CR6 9AB
Type: Outline planning permission

Proposal : Demolition of the existing dwelling and erection of a building comprising of 2 x 3 bedroom and 4 x 2 bedroom flats, together with car parking, refuse store, landscaping and new vehicular access (outline application with all matters reserved).

Date Decision: 04.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04541/CONR
Location : Atwood House
2A Addington Road
South Croydon
CR2 8AX
Ward : **Sanderstead**
Type: Removal of Condition

Proposal : Variation of condition 12 (car parking) attached to planning permission ref. 16/04178/FUL for the demolition of existing buildings, erection of two/three storey building comprising 30 retirement living flats with ancillary communal facilities, formation of access road and provision of associated parking

Date Decision: 06.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04636/HSE
Location : 10 Downsway
South Croydon
CR2 0JA
Ward : **Sanderstead**
Type: Householder Application

Proposal : Alterations, demolition of conservatory at rear and part demolition of existing two storey and single storey side extension, erection of two storey side extension and single storey side/rear extension.

Date Decision: 04.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04644/FUL
Ward : **Sanderstead**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : Atwood House
2A Addington Road
South Croydon
CR2 8AX
Type: Full planning permission

Proposal : Installation of a cold water booster unit and timber fence (Retrospective)

Date Decision: 03.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04733/HSE
Location : 53 The Ridge Way
South Croydon
CR2 0LJ
Type: Householder Application
Ward : **Sanderstead**
Proposal : Erection of a first floor side extension and a single storey rear extension.

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04835/HSE
Location : 52 Montague Avenue
South Croydon
CR2 9NH
Type: Householder Application
Ward : **Sanderstead**
Proposal : Erection of a single storey side/rear extension following demolition of existing conservatory and alterations to front bay window.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04882/GPDO
Location : 5 Sanderstead Court Avenue
South Croydon
CR2 9AU
Type: Prior Appvl - Class A Larger House Extns
Ward : **Sanderstead**
Proposal : Erection of single storey rear extension projecting out 6 metres with a maximum height of 2.95 metres

Date Decision: 03.12.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/04962/CONR **Ward : Sanderstead**
Location : 119 Purley Oaks Road **Type: Removal of Condition**
South Croydon
CR2 0NY
Proposal : Variation of condition 1 (approved plans removing access from Wettren Close, inclusion of lift from basement parking and new entrance) and Removal of condition 13 (grampian condition - access from Wettren Close) linked to planning application for the 19/03081/CONR for the demolition of existing buildings, erection of 2 pairs of semi-detached 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

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03037/TRE **Ward : Selsdon And Addington Village**
Location : Fortaleza **Type: Consent for works to protected trees**
Bridle Way
Croydon
CR0 5AH
Proposal : (T1) - Oak - To crown reduce mature Oak tree located in the front garden by approximately 2.0m and crown clean. (T2) - Sycamore - To reduce 2x semi mature Sycamore located in the front garden by approximately 2.0m.
(T5 & T6) - Oak - To crown reduce both trees located along the left hand rear boundary by approximately 2.5m, (T7) - Yew - To crown reduce mature Yew tree located in the middle of the rear garden by approximately 2.0m.
(T8 & T9) - Oak - To crown reduce 2x mature Oak trees located on the right hand rear boundary by approximately 2.5m and remove all major deadwood. All branches will be pruned to appropriate growth points. (T12) - Oak - To reduce mature Oak tree located next to the yew by approximately 2.5. All branches will be pruned to appropriate growth points.
(TPO no.19, 1968)

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 06.12.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/03657/FUL **Ward :** **Selsdon And Addington Village**
Location : 5 Kingsway Avenue **Type:** Full planning permission
South Croydon
CR2 8NF
Proposal : Erection of single storey rear extension and two storey side and rear extension for attached 2 bed dwelling, provision of parking, cycle and refuse storage, associated alterations.

Date Decision: 02.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04476/HSE **Ward :** **Selsdon And Addington Village**
Location : 165 Selsdon Park Road **Type:** Householder Application
South Croydon
CR2 8JJ
Proposal : Erection of a two storey side extension and a single storey rear extension.

Date Decision: 05.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04751/LP **Ward :** **Selsdon And Addington Village**
Location : 63 Shepherds Way **Type:** LDC (Proposed) Operations edged
South Croydon
CR2 8HS
Proposal : Construction of a front porch extension, single storey rear extension, rear roof extension and installation of 4 x front rooflights.

Date Decision: 06.12.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Ref. No. : 19/04811/DISC **Ward : Selsdon And Addington Village**
Location : Saraband Type: Discharge of Conditions
Bishops Walk
Croydon
CR0 5BA
Proposal : Discharge of Condition 3 (Landscaping) attached to planning permission 19/02070/FUL for the demolition of detached dwelling and garage, erection of two storey detached dwelling with accommodation at roof level, paved terrace, landscaping and associated alterations

Date Decision: 05.12.19

Not approved

Level: Delegated Business Meeting

Ref. No. : 19/04937/GPDO **Ward : Selsdon And Addington Village**
Location : 36 Chapel View Type: Prior Appvl - Class A Larger House Extns
South Croydon
CR2 7LE
Proposal : Erection of a single storey rear extension which projects out by 5 meters from the rear wall of the original house with an eaves height of 2.8 metres and a maximum height of 3.6 metres

Date Decision: 25.11.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/03438/FUL **Ward : South Croydon**
Location : 15A Normanton Road Type: Full planning permission
South Croydon
CR2 7AE
Proposal : Erection of 3 houses with associated parking and landscaping

Date Decision: 06.12.19

Permission Granted

Level: Planning Committee - Minor Applications

Ref. No. : 19/04493/HSE **Ward : South Croydon**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 16 Spencer Road
South Croydon
CR2 7EH
Type: Householder Application
Proposal : Erection of a first floor extension

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04502/HSE
Location : 93 Blenheim Park Road
South Croydon
CR2 6BL
Type: Householder Application
Ward : **South Croydon**
Proposal : Erection of a part single, part two storey side and rear extension.

Date Decision: 25.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04551/HSE
Location : 5 Witherby Close
Croydon
CR0 5SU
Type: Householder Application
Ward : **South Croydon**
Proposal : Erection of a single storey rear extension and two storey side extension.

Date Decision: 26.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04672/FUL
Location : Maisonette
99 South End
Croydon
CR0 1BG
Type: Full planning permission
Ward : **South Croydon**
Proposal : Conversion of the 1st and 2nd floor level from the existing HMO (Sui Generis) to 2 self-contained residential units (C3).

Date Decision: 26.11.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04689/DISC **Ward : South Croydon**
 Location : Land And Garages South West Of The **Type: Discharge of Conditions**
 Junction Of Heathfield Road And Coombe
 Road
 Croydon
 CR0 1EL

Proposal : Discharge of Condition 8 (landscaping scheme) attached to planning permission 16/06514/FUL for the demolition of the existing garages, relocation of existing substation and erection of one three-storey building comprising ten flats and one part three, part four storey building comprising seven flats and three houses together with external stores and substation reprovision, car parking, landscaping and other associated works (AMENDED PLANS RECEIVED - BLOCK B REDUCED IN DEPTH, BLOCK A PART- INCREASED IN HEIGHT BY 1 STOREY, 2 ADDITIONAL PARKING SPACES, ALTERATIONS TO LANDSCAPING AND INTERNAL LAYOUTS) (amended description)

Date Decision: 26.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04815/DISC **Ward : South Croydon**
 Location : 12 Spencer Road **Type: Discharge of Conditions**
 South Croydon
 CR2 7EH

Proposal : Discharge of Condition 2 (cycle and refuse), 3 (landscaping), and 4 (materials) attached to planning permission 19/02444/FUL for the demolition of garage, erection of a two storey side extension, single storey rear extension, installation of rooflights, and conversion of dwelling to provide 1 x 1 bedroom unit, 3 x 2 bedroom unit, 1 x 3 bedroom unit with associated landscaping, parking, refuse and cycle storage

Date Decision: 05.12.19

Not approved

Level: Delegated Business Meeting

Ref. No. : 19/04512/FUL **Ward : Selhurst**
 Location : 45-49 **Type: Full planning permission**
 Union Road
 Croydon
 CR0 2XU

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Installation of air-condensing units, installed on flat roof, serving internal air-conditioning system.

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04804/DISC **Ward : Selhurst**
Location : 12 Saxon Road **Type: Discharge of Conditions**
South Norwood
London
SE25 5EQ
Proposal : Discharge of Conditions 4 (Boundary Treatment) and 5 (Cycle Parking) of planning permission 19/03063/FUL

Date Decision: 27.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04949/DISC **Ward : Selhurst**
Location : 226 Whitehorse Road **Type: Discharge of Conditions**
Croydon
CR0 2LB
Proposal : Details pursuant of condition 4 (bin store) of permission 18/05580/FUL for Erection of a part 2 storey, part 3 storey extension to Block A2 (a two storey building approved under permission 16/05972/FUL) to provide 7 additional flats.

Date Decision: 04.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04952/NMA **Ward : Selhurst**
Location : 226 Whitehorse Road **Type: Non-material amendment**
Croydon
CR0 2LB
Proposal : Non-material amendment (to alter the proposed entry/exit gates) to Planning Permission 16/05972/FUL for Demolition of existing buildings. Erection of two and four storey buildings comprising a total of 12 one bedroom, 9 two bedroom and 11 three bedroom flats and 5 two bedroom and 1 one bedroom houses, provision of ancillary car parking, hard and soft landscaping

Date Decision: 04.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04138/FUL **Ward : Shirley North**
Location : Land At Potters Close **Type: Full planning permission**
Croydon
CR0 7LS

Proposal : Erection of motor operated gates at the entrance of Potters Close and associated button

Date Decision: 26.11.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04328/HSE **Ward : Shirley North**
Location : 67 Orchard Avenue **Type: Householder Application**
Croydon
CR0 7NE

Proposal : Erection of two storey side extension, two storey rear extension, loft conversion with roof lights in the front roof slope and dormers in the rear roof slope, and the construction of rear basement with terrace area and external staircase.

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04352/FUL **Ward : Shirley North**
Location : 14 Long Lane **Type: Full planning permission**
Croydon
CR0 7AN

Proposal : CREATION OF A VEHICLE CROSSOVER

Date Decision: 06.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04584/FUL **Ward : Shirley North**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 199 Shirley Road
Croydon
CR0 8SB

Type: Full planning permission

Proposal : Alterations to layout of flat 3 to provide 1-bed flat. Alterations to flat 4 incorporating the rear dormer and roof space to provide two bedrooms.

Date Decision: 05.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04645/TRE
Location : 64 The Glade
Croydon
CR0 7QD

Ward : **Shirley North**
Type: Consent for works to protected trees

Proposal : Oak tree front of house
Number on plan is T1 be reduced by 2.5 metres as well as the growth removed from the trunk and the crown reshaped.
(TPO no. 10, 1970)

Date Decision: 26.11.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/04662/HSE
Location : 187 The Glade
Croydon
CR0 7UN

Ward : **Shirley North**
Type: Householder Application

Proposal : Construction of additional floor to form a two storey detached dwelling; erection of single/two storey rear extension.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04923/NMA
Location : 111 Shirley Avenue
Croydon
CR0 8SQ

Ward : **Shirley North**
Type: Non-material amendment

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Non-material amendment to 18/05666/FUL which granted approval for 'Erection of a single storey side extension with roof lantern. Erection of a first floor rear/side extension. Demolition of roofs above twin garages to erect a pitched roof to cover both garages'. Proposed amendments include an increase in the roof height of the side extension behind the garage by 300mm (from 2.5m to 2.8m).

Date Decision: 26.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/00806/CONR

Ward : Shirley South

Location : 49 Bridle Road
Croydon
CR0 8HP

Type: Removal of Condition

Proposal : Variation of condition 1 (in accordance with approved plans), 2 (materials), 3 (refuse and parking), 5 (parking), 7 (landscaping), 11 (CLP), 12 (parking and amenity), 13 (time limit) attached to planning permission ref. 17/03313/FUL for the demolition of existing bungalow, erection of two storey building with accommodation in roofspace comprising 1 three bedroom, 2 two bedroom and 1 one bedroom flats: formation of vehicular access and provision of associated parking (alterations to first floor element) (amended description)

Date Decision: 27.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/01973/DISC

Ward : Shirley South

Location : 49 Bridle Road
Croydon
CR0 8HP

Type: Discharge of Conditions

Proposal : Discharge of conditions 2 (materials), 3 (refuse and parking), 7 (landscaping), 11 (CLP), 12 (parking and amenity) attached to planning permission 17/03313/FUL for the demolition of existing bungalow: erection of two storey building with accommodation in roofspace comprising 1 three bedroom, 2 two bedroom and 1 one bedroom flats: formation of vehicular access and provision of associated parking

Date Decision: 27.11.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/04364/ADV
Location : Tesco Express Filling Station
564-566 Wickham Road
Croydon
CR0 8DN

Ward : Shirley South
Type: Consent to display advertisements

Proposal : Installation and replacement of various illuminated signs

Date Decision: 05.12.19

Consent Granted (Advertisement)

Level: Delegated Business Meeting

Ref. No. : 19/04808/HSE
Location : 209 Devonshire Way
Croydon
CR0 8BZ

Ward : Shirley South
Type: Householder Application

Proposal : Alterations, erection of a single storey rear extension

Date Decision: 04.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/02323/HSE
Location : 3 Henley Lodge
180 Selhurst Road
South Norwood
London
SE25 5SE

Ward : South Norwood
Type: Householder Application

Proposal : New vehicular access and laying of hard surfacing at front

Date Decision: 04.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04562/HSE
Ward : South Norwood

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 33 Court Road
South Norwood
London
SE25 4BN
Type: Householder Application
Proposal : Alteration of garage into habitable room and erection of single storey rear extension.

Date Decision: 27.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04823/HSE
Location : 85 Norhyrst Avenue
South Norwood
London
SE25 4BY
Type: Householder Application
Ward : **South Norwood**
Proposal : Erection of single storey side/rear extension

Date Decision: 05.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04843/HSE
Location : 154 Selhurst Road
South Norwood
London
SE25 6LS
Type: Householder Application
Ward : **South Norwood**
Proposal : Erection of outbuilding in rear garden

Date Decision: 28.11.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 18/04998/FUL
Location : 54 Selsdon Park Road
South Croydon
CR2 8JD
Type: Full planning permission
Ward : **Selsdon Vale And Forestdale**
Proposal : Proposed change of use from a Children's Home (C2 use class) to a Day Care Nursery (D1 use class) for up to 46 Children at Willow House.

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03738/HSE
Location : 36 Kersey Drive
South Croydon
CR2 8SX

Ward : Selsdon Vale And Forestdale
Type: Householder Application

Proposal : Retention of a garage extension

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04681/FUL
Location : Croydon High School
Old Farleigh Road
South Croydon
CR2 8YB

Ward : Selsdon Vale And Forestdale
Type: Full planning permission

Proposal : Erection of a two storey extension to existing Junior School Hall including ground floor entrance foyer, first floor classroom/storage and extension to plant room as well as creation of external stairs/extended raised external accesses.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04960/TRE
Location : 2 Ravenshead Close
South Croydon
CR2 8RL

Ward : Selsdon Vale And Forestdale
Type: Consent for works to protected trees

Proposal : T2 Beech- Fell to ground level due to declining condition of crown. T3 Beech- Remove dead wood from upper canopy and crown lift to 2.5m. T5 Beech- Crown lift to 2.5m. Tree planting proposals- See report- Plant 3 x replacement Carpinus betulus- "Common Hornbeam" with a 10-12cm girth (Select standard) within the current planting season.

Date Decision: 06.12.19

Consent Granted (Tree App.)

Level: Delegated Business Meeting

Ref. No. : 19/05073/DISC

Ward : Selsdon Vale And Forestdale

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 222 Addington Road
South Croydon
CR2 8LD

Type: Discharge of Conditions

Proposal : Discharge of conditions 2 (Cycle and refuse) and 3 (Noise) attached to planning permission 19/03476/GPDO for, Change of use of basement (Use Class B1 - office) to a studio unit (Use Class C3 - dwelling).

Date Decision: 04.12.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/04721/FUL

Location : 44 Beulah Road
Thornton Heath
CR7 8JE

Type: Full planning permission

Ward : Thornton Heath

Proposal : Demolition of existing house and rebuild to provide 1 x 3 bedroom flat, 3 x 2 bedroom flats and 4 x 1 bedroom flat involving balconies, 1 car parking space, cycle and refuse storage.

Date Decision: 03.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04840/HSE

Location : 2 Cuthbert Gardens
South Norwood
London
SE25 6SS

Type: Householder Application

Ward : Thornton Heath

Proposal : Alterations to dwelling to include a single storey front extension and use of existing garage as a habitable space, extension to existing rear balcony and installation of new staircase at rear

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04879/GPDO

Location : 10 Kitchener Road
Thornton Heath
CR7 8QL

Type: Prior Appvl - Class A Larger House Extns

Ward : Thornton Heath

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Erection of single storey rear extension projecting out 4.5 metres

Date Decision: 25.11.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/04896/HSE
Location : 20 Furze Road
Thornton Heath
CR7 8NG

Ward : Thornton Heath
Type: Householder Application

Proposal : Erection of first floor rear extension.

Date Decision: 06.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04935/HSE
Location : 2 Wharncliffe Road
South Norwood
London
SE25 6SG

Ward : Thornton Heath
Type: Householder Application

Proposal : Alterations and additions to the existing dwelling comprising a single storey rear addition, replacement of existing PVC windows with aluminium slimline windows, replacement of existing PVC door with a timber door, new timber cladding to the front bay and minor amendments to SVP arrangement.

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/05062/GPDO
Location : 44B Bensham Grove
Thornton Heath
CR7 8DA

Ward : Thornton Heath
Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of single storey rear extension projecting out 6 metres with a maximum height of 2.93 metres

Date Decision: 03.12.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Date Decision: 04.12.19

Withdrawn application

Level: Delegated Business Meeting

Ref. No. : 19/04690/HSE **Ward : Waddon**
Location : 140 Violet Lane Type: Householder Application
 Croydon
 CR0 4HJ

Proposal : Erection of single storey rear extension and internal alterations.

Date Decision: 28.11.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/05076/PAD **Ward : Waddon**
Location : Gas Distribution Station Type: Determination prior approval
 Factory Lane demolition
 Croydon
 CR0 3RL

Proposal : Demolition of two gas holders and associated structures

Date Decision: 04.12.19

Approved (prior approvals only)

Level: Delegated Business Meeting

Ref. No. : 19/05163/ADV **Ward : Waddon**
Location : Mcdonalds Restaurant Type: Consent to display
 415 Purley Way advertisements
 Croydon
 CR0 4NX

Proposal : Installation of 4 x internally illuminated freestanding signs and 1 x internal illuminated booth screen

Date Decision: 04.12.19

Consent Granted (Advertisement)

Level: Delegated Business Meeting

Ref. No. : 19/05720/LP **Ward : Waddon**

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 3 Vicarage Road
Croydon
CR0 4JS
Type: LDC (Proposed) Operations
edged
Proposal : PROPOSED SINGLE STOREY REAR EXTENSION
Date Decision: 05.12.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/01602/FUL
Location : 239 Portland Road
South Norwood
London
SE25 4XB
Type: Full planning permission
Ward : Woodside
Proposal : Erection of a three storey building containing 3 flats (Amended drawings with amended flat layouts and roof design)
Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04632/DISC
Location : 113-121 Portland Road
South Norwood
London
SE25 4UN
Type: Discharge of Conditions
Ward : Woodside
Proposal : Discharge of Condition 4 - Construction Logistics Plan - of planning permission 18/06013/CONR for Variation of Conditions 3, 9, 11 and 13 attached to Planning Permission 16/05299/FUL for Alterations, Alterations to shopfront. erection of second floor extension and ground, first and second floor rear extension with basement to provide 5 three bedroom 5 two bedroom and 4 one bedroom flats, part demolition to rear, provision of associated parking, provision of associated refuse and cycle storage.
Date Decision: 29.11.19

Approved

Level: Delegated Business Meeting

Ref. No. : 19/05721/LP
Ward : Woodside

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 18 Cobden Road
South Norwood
London
SE25 5NX

Type: LDC (Proposed) Operations
edged

Proposal : Erection of 2.5m deep single storey rear extension, rear dormer window and front roof lights.

Date Decision: 05.12.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/02117/HSE
Location : 167 Fairlands Avenue
Thornton Heath
CR7 6HJ

Ward : West Thornton
Type: Householder Application

Proposal : Erection of two storey side extension

Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03834/HSE
Location : 2 Marden Crescent
Croydon
CR0 3ER

Ward : West Thornton
Type: Householder Application

Proposal : Erection of first floor rear extension

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/03916/GPDO
Location : 107 Headcorn Road
Thornton Heath
CR7 6JS

Ward : West Thornton
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: 25.11.19

Prior Approval No Jurisdiction (GPDO)

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Level: Delegated Business Meeting

Ref. No. : 19/04523/CONR
Location : Connaught Towers
682 - 684 London Road
Thornton Heath
CR7 7HU

Ward : West Thornton
Type: Removal of Condition

Proposal : Variation of Condition 1 (in accordance with plans) of application ref 17/04049/FUL approved 28/11/2017 for Erection of three storey rear extension comprising 2 two bedroom (4 person) and 2 x 1 bedroom (1 person) flats.

Date Decision: 06.12.19

Permission Refused

Level: Delegated Business Meeting

Ref. No. : 19/04533/HSE
Location : 13 Brading Road
Croydon
CR0 3BR

Ward : West Thornton
Type: Householder Application

Proposal : Erection of outbuilding

Date Decision: 06.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04745/LP
Location : 31 Limpsfield Avenue
Thornton Heath
CR7 6BG

Ward : West Thornton
Type: LDC (Proposed) Operations edged

Proposal : Construction of hip to gable end roof extension; erection of dormer extension in rear roofslope and installation of rooflights in front roofslope. Erection of outbuilding in rear garden

Date Decision: 29.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/04752/GPDO
Location : 32 Furtherfield Close
Croydon
CR0 3DZ

Ward : West Thornton
Type: Prior Appvl - Class A Larger House Extns

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Proposal : Erection of single storey rear extension projecting out 5 metres with a maximum height of 3.6 metres

Date Decision: 25.11.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/04760/FUL

Ward : West Thornton

Location : 105D Limpsfield Avenue
Thornton Heath
CR7 6BJ

Type: Full planning permission

Proposal : Erection of single storey front extension

Date Decision: 03.12.19

Permission Granted

Level: Delegated Business Meeting

Ref. No. : 19/04784/GPDO

Ward : West Thornton

Location : 31 Limpsfield Avenue
Thornton Heath
CR7 6BG

Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of single storey rear extension projecting out 6 meters with a maximum height of 3 metres

Date Decision: 25.11.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/04881/GPDO

Ward : West Thornton

Location : 33 Broughton Road
Thornton Heath
CR7 6AG

Type: Prior Appvl - Class A Larger
House Extns

Proposal : Erection of single storey rear extension projecting out a maximum of 6 metres from the original rear wall with a maximum height of 3 metres

Date Decision: 25.11.19

Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

Ref. No. : 19/05021/LP

Ward : West Thornton

Appendix 1 - Decisions (Ward Order) since last Planning Control Meeting as at: 9th December 2019

Location : 385 Thornton Road
Croydon
CR0 3EZ
Type: LDC (Proposed) Operations
edged
Proposal : Use a small part of the house as a home office.
Date Decision: 29.11.19

Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

Ref. No. : 19/05069/FUL
Location : Telephone Exchange
147 Brigstock Road
Thornton Heath
CR7 7JN
Ward : **West Thornton**
Type: Full planning permission

Proposal : Replacement of existing air conditioning unit and installation of 1 Nr. new Exhaust Louvre with plenum installed within an existing window opening on the ground floor.
Date Decision: 04.12.19

Permission Granted

Level: Delegated Business Meeting

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PLANNING COMMITTEE AGENDA

19 December 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 (November 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 No:	19/01162/FUL
Site:	10 April Court, 107 Northwood Road, Thornton Heath, CR7 8HW
Proposed Development:	Demolition of existing single storey building and erection of 3x2 storey houses with three off-street car parking spaces
Decision:	REFUSE PLANNING PERMISSION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector's Decision	DISMISSED
Case Officer	George Clarke
Ward	Norbury Park

- 2.2 The main issues in this case were as follows:
 - The effect of the development on the character and appearance of the area and the impact of the development on the amenities of 9 April Court in terms of outlook and light
 - The quality of accommodation for future occupiers of the development

- in terms of the availability of private amenity space
 - Flood risk considerations and the ease by which the site could be accessed by refuse and emergency services
- 2.3 The site is an “L” shaped back-land site accommodating a single storey flat roofed residential building, accessed via an under-croft from Northwood Road (with a constrained 2.5 metre height clearance). By contrast, the proposal would have introduced three, two storey pitched roof houses, located close to neighbouring boundaries. The Planning Inspector felt that the scheme would have resulted in an overly cramped and over-dominant form of development that would not have integrated well into the established pattern of development found in the area.
- 2.4 She also found that the excessive amount of glazing and the zinc clad pitched roofs would not have respected the architectural characteristics of the area.
- 2.5 In terms of neighbour impact, she was concerned about the effect of the two-storey building on the neighbouring bungalow – with a private amenity space immediately adjacent to the proposed flank elevation of the end house. She concluded that the scale and mass of this end wall would have caused unacceptable harm to this neighbouring property in terms of outlook and light.
- 2.6 Whilst the scheme would have met minimum private open space requirements, she was concerned about the depth of the spaces provided, which would have provided sufficient space to be of any use.
- 2.7 On the other issues – she agreed with the Council that no mitigation or investigation of flood risk had been evidenced as part of the planning application and whilst she accepted the Council’s arguments around the difficulties associated with refuse collection via the existing under-croft, she commented that she was unable to comment on ease of access for emergency vehicles – as there was no policy link in the development plan.
- 2.8 The appeal was DISMISSED.

<i>Application No:</i>	<i>19/01272/FUL</i>
<i>Site:</i>	<i>14B Selhurst Road, SE25 5QF</i>
<i>Proposed Development:</i>	<i>Erection of a single storey rear extension</i>
<i>Decision:</i>	<i>REFUSE PLANNING PERMISSION</i>
<i>Appeal Method:</i>	<i>WRITTEN REPRESENTATIONS</i>
<i>Inspector’s Decision</i>	<i>DISMISSED</i>
<i>Case Officer</i>	<i>Russell Smith</i>
<i>Ward</i>	<i>Selhurst</i>

- 2.9 The main issues in this case was the effect of the development on the character and appearance of the area, the impact on the living conditions of the neighbouring occupier at 12 Selhurst Road and the quality of

accommodation for future occupiers in terms of privacy and outlook.

- 2.10 The appeal property is a 1 bed flat – split over two floors which is accessed via a service road off Gloucester Road to the east. The neighbouring property at 12 Selhurst Road has been extended along the full length of the rear garden – well beyond the established rear building line.
- 2.11 The proposal would have meant that the rear part of the appeal property would have been extended 10 metres into the rear and notwithstanding its limited visibility from neighbouring public areas, the Planning Inspector concluded that the extension would not have appeared as a subservient addition to the property. Whilst she accepted that it would have been similar to the extension at 12 Selhurst Road, it would have presented a similarly incongruous addition to the terrace, inconsistent with the development pattern of the area.
- 2.12 In terms of neighbour impact, she concluded that the level of windows contained within the flank elevation of the proposed extension would have resulted in mutual overlooking between the proposed extension and the neighbouring property at 12 Selhurst Road. She also felt that the massing would have resulted in loss of outlook and that the extension would have downgraded light from entering the appeal property from the south.
- 2.13 The appeal was DISMISSED.

Application No:	19/01136/GPDO
Site:	198 London Road, Croydon, CR0 2TE
Proposed Development:	Application for Prior Approval – office to residential in the form of 2 self-contained flats
Decision:	REFUSE PRIOR APPROVAL
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector’s Decision	DISMISSED
Case Officer	Victoria Bates
Ward	Broad Green

- 2.14 In order for such development to be permitted/able to be considered under prior approval, the property was required to have been used as offices back in 2013 (when the legislation came into being) or prior to that date. The other critical issue was whether the use was as offices rather than any other use.
- 2.15 The issue between the parties was whether there was sufficient evidence that the property had been in use as offices and therefore able to embrace the prior approval regime. The Planning Inspector noted during his site inspection that the property had not been in use for some considerable time. He was far from satisfied that the evidence submitted by the appellants confirmed, on the balance of probability, that the property had been in use as offices and noted that the plans submitted in the support of

the appeal referred to the structures as workshops – which appeared to contradict the evidence submitted.

2.15 The appeal was DISMISSED.

Application No:	19/01235/FUL
Site:	Farleycroft, 55 Ashburton Road, CR0 6AP
Proposed Development:	Erection of a 1x3 bed flat to the rear of Farleycroft together with refuse and cycle stores and the provision of two car parking spaces.
Decision:	REFUSE PLANNING PERMISSION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector's Decision	DISMISSED
Case Officer	Dean Gibson
Ward	Addiscombe East

2.16 Farleycroft is a purpose built 4 storey building (set in reasonably generous grounds) situated on the west side of Ashburton Road and within the East India Conservation Area. Whilst the Planning Inspector agreed that the building itself was a detractor from the character and appearance of the conservation area, he felt that the open space around the building was an important constituent of the site and the conservation area character; especially as the CAAMP recognises the general lack of open space and the positive contribution offered by trees and planting within gardens.

2.17 The scheme proposed the construction of a part single part two storey building (with some excavation below ground) towards the furthest corner, away from the Ashburton Road frontage and the main issue in this case was the effect of the development on the character and appearance of the conservation area.

2.18 He was concerned about the erosion of the landscaped area to the rear of the site, which would have eroded and reduced the landscaped area between the host property and the neighbouring properties (comprising Edgecombe Court) including the removal of trees and hedging and concluded that this would have been harmful to the character and appearance of the area. He also felt that the irregular triangular shaped-plot would have been at odds with the more formal prevailing plot layout.

2.19 He was also concerned that the proposed building would have taken up the vast proportion of the plot (effectively two storeys at the rear) which would have resulted in an overly cramped form of development. Whilst he felt that the finishes of the proposed building would be in character with neighbouring buildings, he was not content with the window positioning and detailing which would not have reflected surrounding forms. He was also not convinced by the use of zinc roof cladding which would have jarred with the more traditional designs found in the area.

2.20 He then considered the harm caused by the development (in conservation era terms) alongside the benefits of the development (accessible location close to local amenities, the new family home proposed and the wider economic and social benefits) but concluded that these benefits would not have outweighed the harm caused to the character and appearance of the conservation area.

2.21 The appeal was therefore DISMISSED.

Application No:	18/03100/LP
Site:	10 Lawrence Road, London SE25 5AA
Proposed Development:	Certificate of Lawful Development – Rear Roof Extension
Decision:	REFUSE CERTIFICATE
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector’s Decision	DISMISSED
Case Officer	Joshua Swaby
Ward	South Norwood

2.22 This case focussed on the form of the dwelling (whether detached or terraced) and the extent to which it determined the size of the rear roof extension which could be undertaken under permitted development.

2.23 The property was attached to the neighbouring house (shared a party wall – between garages) and whilst the houses might have appeared detached, the Planning Inspector confirmed that there was some degree of attachment which in effect limited the permitted development allowance.

2.24 The proposed rear roof extension measured just over 44 cubic metres – which exceeded the 40 cubic metre threshold (specified for terraced houses) and he therefore agreed with the Council that planning permission would have been required. The appeal was DISMISSED.

Application No:	18/05222/FUL
Site:	5 Silver Lane, Purley, CR8 3HJ
Proposed Development:	Demolition of existing house and erection of a new 5-bedroom house with garage.
Decision:	REFUSE PLANNING PERMISSION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector’s Decision	DISMISSED
Case Officer	Samantha Dixon
Ward	Purley and Woodcote

2.25 The main issue in this case was the effect of the development on the character and appearance of the Webb Estate Conservation Area.

2.26 The appeal property is an original Webb Estate house – designed in an

Arts and Crafts style. The house is sited within spacious grounds and conforms to the design principles of the Webb Estate (having a simple, rectangular footprint with trees effectively screening both sides and rear boundaries). The Planning Inspector disagreed with the appellant and their heritage advisors that the building was unexceptional and of low historic and aesthetic value and concluded that the existing house made a positive contribution to conservation area character.

2.27 He therefore concluded that the demolition of the existing house would have caused substantial harm and he was also concerned about the larger and more bulky replacement building – which would have been significantly more dominant. He was also concerned about the required loss of trees to facilitate the wider footprint and he also felt that the rear projections into the rear garden would have constituted an excessive incursion of development into the rear garden. He felt that this would have been in contrast with the simple straight rear elevation which had been designed in deference to the rear landscaped garden

2.28 Finally, he raised concerns over the bold and contemporary design of the replacement dwelling, which would have drawn further attention to the building and would have stood out as an anomaly compared to more simplified architectural forms. In short, he concluded that the proposed development would not have embraced the “garden-first” principles. In view of the harm being classed as “substantial” with very limited benefits arising to outweigh the harm, the appeal was DISMISSED.

Application No:	16/00146/C
Site:	Sterling House, 3 Gladstone Road, CR0 2BQ
Proposed Development:	Appeal against enforcement notice in respect of the use of a former warehouse as a place of worship
Decision:	INSTIGATE ENFORCEMENT ACTION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector’s Decision	ALLOWED AND NOTICE QUASHED
Case Officer	Rob Snodin
Ward	Selhurst

2.29 Back in 2016 the Council was successful in defending its refusal of planning permission for the continued use of the above property as a place of worship and as might well be expected, the Council then progressed with the service of an enforcement notice to cease the unauthorised use. This appeal was made against the enforcement notice and the only ground of appeal related to the merits of the continued use of the property as a place of worship.

2.30 The property is included within a Tier 2 Employment Area and the Planning Inspector noted that in certain circumstances, current

employment policy allows for D1 uses in such areas (subject to compliance with certain conditions). He highlighted a subtle change in policy emphasis (since the 2016 appeal) which allows D1 uses – without needing to re-provide employment floorspace on the same site. He also noted that the current policy allows for flexible approaches where industrial areas transition towards neighbouring residential areas. He also highlighted that the use had been in place for over 10 years with no evidence of harm being caused.

2.31 He concluded that any harm associated with the loss of employment floorspace was outweighed by the benefits of the community activities taken place on the site.

2.32 The appeal was ALLOWED and the enforcement notice QUASHED. This is a disappointing decision, bearing in mind the likely increase in demand for industrial floorspace in the short to medium term – especially linked to the upgrade plans for the Brighton Main Line.

Application No:	18/04920/FUL
Site:	R/O 3 Central Parade, Croydon, CR0 0JB
Proposed Development:	Use of the yard at the rear of the shop as a car wash
Decision:	REFUSE PLANNING PERMISSION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector's Decision	DISMISSED
Case Officer	Justine Aldersey
Ward	New Addington South

2.33 The main issues in this case was the effect of the proposed development on the free flow of traffic, the impact of the car wash on the amenities of neighbouring occupiers and drainage issues.

2.34 The site was a rear yard to the rear of 3 Central Parade, accessed via the rear service road off Salcot Crescent. The Planning Inspector noted that there were parked cars at the entrance to the service access which would have resulted in vehicles backing up across the entrance into the lane. He concluded that the use would have been problematic (in terms of the comings and goings of cars waiting to be cleaned and the high level of pedestrian and vehicular activity taking place in the area). He was not convinced that an “appointment only” arrangement would have worked – and in any case, no details of how this might have operated were submitted by the appellant.

2.35 He was also concerned about the noise associated with the proposed activity to the rear of the shops, which tended to be quieter – compared to activity taking place in Central Parade, with the potential for revving engines, the opening and closing of car doors, music and voices and the noise of the car wash activity more generally. He concluded that the use would have been harmful to the amenities of neighbouring residential

occupiers. He also felt that the application failed to properly consider drainage issues. He was far from convinced with how the broken surface of the service yard or the rear lane would have facilitated the effective management of surface water discharge

2.36 The appeal was DISMISSED.

Application No:	18/04630/FUL
Site:	R/O 47 Portland Road SE25 4UF
Proposed Development:	Demolition of repair garage and erection of a two storey, 2 bed dwelling with garage car parking
Decision:	REFUSE PLANNING PERMISSION
Appeal Method:	WRITTEN REPRESENTATIONS
Inspector's Decision	DISMISSED
Case Officer	Victoria Bates
Ward	South Norwood

2.37 This single storey repair garage is situated to the rear of 47 Portland Road, fronting onto Coventry Road and within the South Norwood Conservation Area. The main issues in this case were as follows

- The loss of employment floorspace – without proper evidence having been submitted in respect of demand
- The impact of the development on the character and appearance of the conservation area
- The effects on the immediate neighbour at 1 Coventry Road
- Lack of cycle parking and the adequacy of refuse storage.

2.38 The site is classified as a Tier 4 Employment site and the Planning Inspector agreed with the Council that insufficient evidence had been submitted to substantiate the appellants' claims that the site was no longer needed for employment purposes.

2.39 She reviewed the various constituent parts of the South Norwood Conservation Area Character Appraisal and specifically the locally listed buildings at 1 and 2 Coventry Road and the flint-faced cottage to the rear of the site and concluded that the proposed two storey building would not have reflected the immediate character of the area – being somewhat crudely designed; being positioned at immediate back edge of pavement with no front garden set back.

2.40 She was less concerned about the effects of the development on the immediate neighbours and felt that cycle parking could have been conditioned (the plans as submitted failed to provide space for cycle parking). As regards refuse storage, the area was proposed to be set into the building frontage with no screening and she concluded that the arrangements would have added visual domestic clutter to the street-scene, again harmful to the character and appearance of the conservation area.

2.41 The appeal was DISMISSED.

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