

# Planning Committee Agenda



To: Councillor Chris Clark (Chair)  
Councillor Leila Ben-Hassel (Vice-Chair)  
Councillors Paul Scott, Clive Fraser, Toni Letts, Callton Young, Scott Roche,  
Gareth Streeter, Ian Parker and Lynne Hale

Reserve Members: Joy Prince, Jamie Audsley, Bernadette Khan,  
Caragh Skipper, Andrew Pelling, Pat Clouder, Michael Neal,  
Badsha Quadir, Helen Pollard and Vidhi Mohan

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Thursday, 22 October 2020 at 6.30pm**. This meeting will be held remotely. Members of the Committee will be sent a link to remotely attend the meeting in due course.

**PLEASE NOTE:** Members of the public are welcome to remotely attend this meeting via the following web link: <http://webcasting.croydon.gov.uk/meetings/10842>

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[www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)  
Wednesday, 14 October 2020

If you would like to record the meeting, we ask that you read the guidance on the recording of public meetings [here](#) before attending.

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

The agenda papers for all Council meetings are available on the Council website [www.croydon.gov.uk/meetings](http://www.croydon.gov.uk/meetings)

If you require any assistance, please contact Michelle Ossei-Gerning  
020 8726 6000 x84246 as detailed above.

## **AGENDA – PART A**

**1. Apologies for absence**

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

**2. Minutes of Previous Meeting**

To approve the minutes of the meeting held on Thursday 15 October 2020 as an accurate record.

[To Follow]

**3. Disclosure of Interest**

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

**4. Urgent Business (if any)**

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

**5. Development presentations (Pages 7 - 8)**

To receive the following presentations on a proposed development:

**5.1 20/00549/PRE 922-930 Purley Way, Purley, CR8 2JL**  
(Pages 9 - 34)

Erection of three apartments blocks to provide 149 homes with a maximum height of 14 storeys with alterations to the land levels associated landscaping, continued use of the existing highway accesses and car/cycle parking as well as bin storage.

Ward: Purley and Woodcote

**6. Planning applications for decision (Pages 35 - 38)**

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

**6.1 20/01145/FUL Land rear of 19 Grasmere Road, South Norwood, SE25 4RF** (Pages 39 - 56)

Demolition of existing garages and structures. Erection of three storey building to provide 9 flats with associated amenity space, landscaping, car parking, refuse and cycle storage.

Ward: Woodside

Recommendation: Grant permission

**6.2 20/01483/FUL Land And Garages Rear Of 9-29 Crystal Terrace Upper Norwood SE19 3JT** (Pages 57 - 80)

Demolition of existing garages and erection of 6 two-storey dwellings; car parking; hard and soft landscaping; boundary treatment; refuse and cycle storage and private amenity space.

Ward: Crystal Palace and Upper Norwood

Recommendation: Grant permission

**6.3 20/02280/FUL 39 Pampisford Road, Purley, CR8 2NJ**  
(Pages 81 - 106)

Demolition of existing dwelling, erection of a four storey building comprising of nine flats (1 x 1 bedroom, 5 x 2 bed, 3 x 3 bedroom flats) and provision of associated amenity space, four parking spaces, cycle and refuse store.

Ward: Purley and Woodcote

Recommendation: Grant permission

**6.4 20/03291/FUL 59 Upper Shirley Road, Croydon CR0 5HE**  
(Pages 107 - 128)

Erection of a two storey building with accommodation at both basement and roof levels to provide a total of 9 residential units with 6 car parking spaces and associated cycle parking, refuse storage, outdoor amenity space and landscaping.

Ward: Shirley South  
Recommendation: Grant permission

**7. Items referred by Planning Sub-Committee**

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

There are none.

**8. Other planning matters (Pages 129 - 130)**

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

**8.1 Weekly Planning Decisions (Pages 131 - 204)**

Attached is the list of Delegated and Planning Committee/Sub-Committee decisions taken between 28th September – 9th October 2020.

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

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

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

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## **PLANNING COMMITTEE AGENDA**

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

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#### **1 INTRODUCTION**

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

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

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

#### **3 FURTHER INFORMATION**

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

#### **4 PUBLIC SPEAKING**

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

#### **5 BACKGROUND DOCUMENTS**

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

#### **6 RECOMMENDATION**

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

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**PART 5: Development Presentations**

**Item 5.1**

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**1. DETAILS OF THE DEVELOPMENT**

Ref: 20/00549/PRE  
Location: 922-930 Purley Way, Purley, CR8 2JL  
Ward: Purley and Woodcote  
Description: Erection of three apartments blocks to provide 149 homes with a maximum height of 14 storeys with alterations to the land levels associated landscaping, continued use of the existing highway accesses and car/cycle parking as well as bin storage.  
Applicant: Justin Homes  
Agent: Icen Projects  
Case Officer: Tim Edwards

**2. PROCEDURAL NOTE**

- 2.1 This proposed development is being reported to Planning Committee to enable Members to view it at pre application stage and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional, and subject to full consideration of any subsequent application, including any comments received as a result of consultation, publicity and notification.
- 2.2 It should be noted that this report represents a snapshot in time, with negotiations and dialogue on-going. The plans and information provided to date are indicative only and as such the depth of analysis provided corresponds with the scope of information that has been made available to Council officers. Other issues may arise as more detail is provided and the depth of analysis expanded upon.
- 2.3 A planning application for the proposed development would be referable to the Mayor of London under the Mayor of London Order 2008.
- 2.4 The applicant has submitted a pre-application enquiry to the Greater London Authority (including consideration by Transport for London) for an opinion. A meeting is due to take place on 6<sup>th</sup> October. If required a planning addendum shall provide an update accordingly on the GLA verbal feedback from this meeting.
- 2.5 The report covers the following points:
- a) Executive summary of key issues with scheme
  - b) Site briefing
  - c) Place Review Panel feedback
  - d) Summary of matters for consideration
  - e) Specific feedback requests

### **3. EXECUTIVE SUMMARY**

- 3.1 The proposed scheme is for the erection of three blocks ranging from six to fourteen storeys in height. This would comprise 149 units across the site with associated communal areas and amenity space alongside wheelchair accessibility parking spaces and an access from Purley Way.
- 3.2 The scheme has developed through a series of pre-application meetings with officers and consideration by the Place Review Panel (PRP) on two occasions (with the second PRP discussion also taking place on 15<sup>th</sup> October 2020). A summary of the Panel's first feedback is included within this report and a verbal overview of the feedback provided following the second review shall be provided to Planning Committee.
- 3.3 The site is well located within a high PTAL, closely located to public transport, local shops and services and is adjacent to a prominent intersection. It is just beyond the District Centre boundary and falls within the environs of the Purley place specific policy. Due to its location it is considered to be a suitable site for an intensive development to make best use of sustainable transport and services but an appropriate development also needs to respond to the suburban context (detached two storey houses) adjacent. The scheme forms a series of three buildings increasing in height from the north (6 storeys, adjacent to a detached house) a middle block of 9 storeys and a corner block of 14 storeys. The increasing heights is felt to be a good mechanism for responding to the change in character and site geometry to the south. This element of the proposal would exceed place specific policies but this is considered to potentially be appropriate if a scheme of very high quality can be secured (subject to townscape views), owing to the sites shape and location within Purley. Whilst further design development and confirmation on quality of living accommodation and external spaces is still required, the development does appear to take a logical and well considered approach to the site layout, massing, bulk and design, although further refinement is required in regards to detailing and materiality is necessary, as well as some additional testing.
- 3.4 As currently set out the proposed affordable housing offer would exceed the minimum 30% policy requirement, with this currently proposed at 35%.

## 4. SITE BRIEFING

- 4.1 The site lies on the western side of Purley Way, within 400 metres of the District Centre and approximately 600 metres walk from Purley Railway Station, as well as being within close proximity to numerous bus routes at its furthest point.

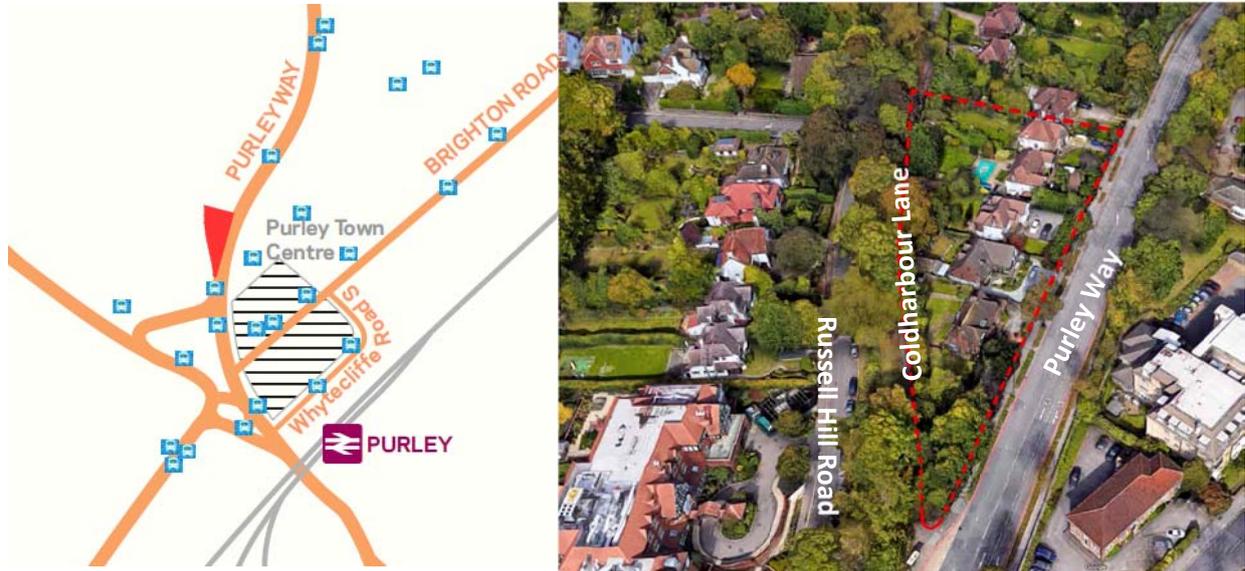


Figure 1: Site Location (shown in red triangle) left and Google Map (right)

- 4.2 The site currently includes 5 detached dwellings which front onto Purley Way where their vehicular and pedestrian accesses are located. The houses also back onto Coldharbour Lane, which is a former bridle way now used as a pedestrian and dedicated cycle way. The overall site has an area of 0.45 hectares.
- 4.3 The existing properties are a mixture of styles and forms, with land levels stepping up from the southern tip of the site, where part of 930 Purley Way's garden is currently situated to the northern boundary of 922 Purley Way, by approximately 5 metres. The site also steps by approximately by 3 metres from front (east) to the rear (west).



Figure 2: From Left to Right – 930, 928, 926, 924 and 922 Purley Way

- 4.4 All five homes have existing vehicular access from Purley Way and varying forms of trees located across the sites. None of the trees are protected formally through

Tree Preservations Orders (TPO's). There are also street trees located along the grass verges at the front of the site.

- 4.5 The site PTAL (Public Transport Accessibility Rating) ranging from 5 at the southern end of the site to 4 at the northern end. The site is located within an area at risk of surface water and is located within an area where there is potential for groundwater flooding to occur at surface.

### **Relevant Planning History**

- 4.6 There is no relevant planning history for this site but there a relevant history from the adjoining sites which are:

#### 29-35 Russell Hill Road - Ref: 19/03604/FUL

This site, is directly west of the proposed scheme. It was granted planning permission in February 2020 and proposed the demolition of four existing houses and the development of a scheme of 106 flats which reaches up to 8-storeys in height.

#### 37 Russell Hill Road - Ref: 19/00467/FUL

This site is also directly west of the proposed scheme. It was granted permission in December 2019 and proposes the demolition of 1 existing house and the development of a scheme of 47 flats, up to 8-storeys in height.



Figure 3: CGI image detailing the developments at 29 – 35 and 37 Russell Hill Road

#### Purley Baptist Church - Ref: 16/02994/P

This scheme was recently granted permission by the Secretary of State in July 2020 after having been called in by the Secretary of State initially in 2017. The scheme proposes a residential development with community floorspace, 200 homes and up to 17-storeys in height.



Figure 4: CGI image of Purley Baptist Church Scheme.

### Proposal

- 4.7 The proposal currently includes the demolition of the five homes and redevelopment with buildings ranging between six and fourteen storeys in height to provide 149 residential homes.
- 4.8 The development fronts both onto Purley Way to the east, Coldharbour Lane/Russell Hill Road to the west and being located within a prominent position within the wider district centre owing due to the land levels prevalent within and surrounding the District Centre.
- 4.9 The proposal would include three distinct flatted blocks with chamfered elevations to create views through and beyond the development from both directions. Block A would be split height - a maximum of 14 storeys, then stepping down to 10 storeys at the rear.



Figure 5: Proposed Site Layout (left) and CGI Image of the proposed scheme (right).

4.10 Block B would be 9 storeys in height with Block C being 6 storeys. Owing to the land levels on site Block A would be set below that of the other two blocks as the land rises to the north of the site. The lower ground floor of Block A and ground floor of Blocks B and C would utilise the land levels to position plant, cycle and refuse stores within the buildings.



Figure 6: Proposed Eastern Elevation fronting onto Purley Way

4.11 At the southern tip of the site would be an enlarged pavement area/public space which is currently proposed to external seating and planters. This is close to the bus stops which sits just outside the site and adjacent to Coldharbour Lane.



Figure 7: Proposed site layout and landscaping around Block A

4.12 In-between Block A and B, would be a dedicated child playspace with level access provided to this space from the front (east of the site). Stepped access then allows movement around Block B and towards a rear communal space, with hard landscaped and soft landscaped areas provided primarily between Block B and C as well as to the rear of Block C. One other area is located between Block B and C and would primarily be accessible from the front of the site due to the 3 metre change in the land levels from east to west. Indicatively the landscaping scheme aims to utilise this land level and include a climbing wall. Another soft landscaped area is proposed with additional tree planting between Block C and 920 Purley Way.

4.13 Each block proposed would include two entrances, Block A, having a primary entrance facing towards the District Centre and then a rear entrance which allow access to the communal areas. Blocks B and C have entrances both to the front and rear of the site from Colharbour Lane.



Figure 8: Proposed land levels at the rear of Block C and adjacent to 920 Purley Way

- 4.14 The development would provide 49 one bedroom units, 94 two bedroom units and 6 three bedroom units.
- 4.15 The proposal would include on-site servicing with an ingress and egress provided from Purley Way. The development would retain two of the existing crossovers for this.
- 4.16 It is understood that the applicant is intending to submit their planning application by the end of the year.

## 5. PLACE REVIEW PANEL FEEDBACK

5.1 An earlier iteration of the scheme was presented to the Council's Place Review Panel on 18<sup>th</sup> June 2020, in which the tallest part of the proposal was 9 storeys.



Figure 9: Proposed Eastern Elevation (top), Proposed site layout (bottom left) and Sketch image (bottom right).

5.2 The Panel's main comments were:

There is generally some support for the scheme. However there are many other items still to be resolved:

- 9 storeys constitutes a tall building and therefore requires clear justification in townscape terms. The Panel commented that just because this is a corner plot, it doesn't necessarily mean there is a need for a tall building. There is no justification of why this particular corner needs any kind of landmark.
- As well as no convincing arguments for the tall building there is also no evidence of exceptional architecture at present. The recommendation is to rethink the appropriateness of the tall building on this site.
- With regards the height transition between blocks, the 8 storey block is almost as tall as the 9 storey due to the sites topography. Therefore, it is suggested that the 8 storey building height is lowered to 7 or 6. It would appear much better as a pair of the 6 storey buildings which relate to each other, and one prominent (taller) building to the corner. These could have a different materiality.
- The applicant is advised to reconsider how the buildings are approached in terms of access, front doors and the relationship with landscape.

- The design should be amended to improve the legibility of entrances from the street, considering whether entrances should be grouped in a common lobby. Further investigation is needed regarding the “front” and “back” relationships.
- Regarding the lack of play space, the Panel noted that there is a potential for a large number of children in the scheme. It is currently difficult to identify where play might occur.
- The landscape looks somewhat leftover, leaving amenity spaces compressed between Block A and B and Russel Hill Road. All outdoor amenity spaces should be carefully designed and not be negatively affected by overshadowing of blocks.
- The front towards Purley Way is predominantly hard landscaped. Generally, there is a lack of well-designed open space, with lots of paths and retaining walls.
- Currently there is ambiguity and lack of definition on which spaces are publicly accessible and which are private for residents.
- There is very little information relating to the homes themselves, although the 70% dual aspect is promising. The applicant should consider the quantity and quality of facilities are proposed. It may be that in order to deliver successful amenity spaces, the quantum of accommodation on site should reduce. 133 homes on a site of 5 houses would appear over-development and a reduced scheme would more easily deal with the numerous design challenges.
- It was suggested that many of the above issues could be resolved if the scheme shifted into a two buildings rather than 3 blocks.
- The proposed architectural treatment at the corners appears to undermine the geometry of the plan form. Solid corners should be employed so as the blocks read as volumes rather than planes.
- The Applicant should undertake further contextual analysis to inform the architectural expression, fenestration, detailing and materiality. At present this looks generic and should be more place-specific. The recommendation is to review and revise the architecture approach and see how the contextual characteristics and local heritage can help to inform the proposal.

5.3 The scheme has progressed since Place Review Panel, with the key changes as follows:

- A contextual analysis has begun to influence the architectural expression of the scheme.
- Block A, has now increased in height from 9 to 14 storeys, with alterations to the massing. Justification for this height has started to take place and has been led by a number of Registered Provider interest in the scheme.
- Blocks B and C have been simplified.

- A 35% affordable homes offer is now proposed (the tenure mix is yet to be confirmed).

## 6. SUMMARY OF MATTERS FOR CONSIDERATION

### Land Use

- 6.2 The London Plan 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 homes over the period of 2016 to 2036. The proposed development would create additional residential units that would make a significant contribution to the borough achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018).
- 6.3 The Draft London Plan is nearing adoption, the Mayor of London in his 'Intend to Publish London Plan 2019' sets a 10 year target for Croydon of 20,790 homes. The Draft London Plan Policy H1 states that boroughs should optimise the potential for housing delivery on sites with high PTAL (3 to 6).
- 6.4 The site has a high PTAL, good access to public transport, local shops and services and is well placed for high density residential-led development. The density of the development would 331 units/hectare, with the current London Plan depending on number of habitable rooms per unit, recommending between 45 to 260 u/ha for a urban location with PTAL of 4 to 6

### Affordable Housing

- 6.5 Policies SP2.4 and 2.5 of the Croydon Local Plan (2018) set out that a minimum of 50% of units must be secured as affordable housing on sites of ten or more homes. Policy seeks a 60:40 tenure split between affordable rented homes and intermediate (including starter) homes, unless there is agreement between Croydon Council and Registered Provider that a different tenure split is justified. The split seeks to provide a range of housing types to help ensure the creation of mixed and balanced communities.
- 6.6 To date no viability information has been provided however the applicant has stated that the proposal will meet the minimum 35% affordable housing level set by the GLA and the draft London Plan. As such, under the London Plan, this would take a fast-track route and not require viability testing for the GLA, subject to affordable tenure discussions. The applicant has stated that the tenure split will be agreed with the planning department with officers expecting further details on this point accordingly.

### Unit Mix

- 6.7 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. SP2.5 states the Council will seek to ensure that a choice of homes is available in the borough which will address the borough's need for homes of different sizes. Policy DM1 of the Croydon Local Plan (2018) requires developments located within an Urban Area with PTAL 4/5 to provide 40% of the

units as three bedroom or larger. Policy DM1 does outline some exceptions where this quantum of larger units would not be sought. These exceptions are as follows:

- a) Where there is agreement with the associated affordable housing provider that three or more bedroomed dwellings are neither viable nor needed as part of the affordable housing element or any proposal, or
- b) Within three years of the adoption of the plan, where a viability assessment demonstrated that larger homes would not be viable, an element may be substituted by two bedroom, four person unit comply with the floor space specifications of national Technical Standards or the London Mayor's Housing SPG or equivalent.

6.8 At present 4% (6 homes) would be three beds, and 63% would be two bed four person (94 homes). The proposal would be policy compliant if the exceptions outlined in the policy above are met – which if relying on point b) above includes determination within three years of the adoption of the plan – by February 2021.

#### Quality of Residential Units

6.9 All of the proposed residential units meet minimum floorspace and private amenity spaces standards set out by the National Housing Space Standards. The proposal provides a number of communal spaces/with child playspace opportunities. At this stage, although 35% of the units are stated to be provided as affordable housing tenures, no clarification has been provided in regards to which units are proposed to be which tenure and therefore the amount of child playspace cannot be confirmed to be compliant with Policy DM10.4d of CLP2018 until this has been undertaken.

6.10 The Mayor of London Housing SPG advises that developments should minimise the number of single aspect dwellings, and that north facing units should be avoided. North facing is defined as having an orientation less than 45 degrees either side of north (i.e. between north west and north east).

6.11 A large number of the units are dual aspect (stated to be 70% as currently designed). There are some exceptions, most notably the middle units of Blocks B and C, with one unit proposed at lower ground floor within Block C which is north facing. Overall, whilst the other single aspect units are understood as they are not north facing and make up a low proportion of the overall unit numbers, the one proposed ground floor within Block C which is north facing is a concern to officers. Whilst this unit's orientation is led by the proposed servicing needs for the site and with outlook onto a potential open communal green space at this time with the information presented to officers, this unit is a concern.

6.12 To date, only indicative sunlight and daylight data has been provided for the residential units with a brief statement detailing that with the appropriate scaled fenestration all units could meet the BRE standards. At this stage officers consider that the massing of the development cannot be fully agreed until this has been provided.

- 6.13 Further details and reassurances will also need to be provided as to the quality of remaining residential units located at lower ground/ground floor level facing both onto Purley Way and Coldharbour Lane owing to the land levels and proximity of the building (Block A and the rear of Block B) to the footpath. The applicant needs to demonstrate that these future occupiers' amenities will be protected whilst ensuring that they have good levels of outlook.
- 6.14 In terms of privacy between the units, the blocks are separated by approximately 12 metres in line with the guidance set out by the Suburban Design Guide for relationships between new to new buildings. Further details are required to fully demonstrate this relationship, in-line with the proposed massing and height for the scheme.
- 6.15 The site is notably in close proximity to a busy road junction and therefore officers have requested noise and air quality assessments are undertaken. Whilst to date these assessment have not been submitted for consideration the architects have begun to incorporate these points into their design, with winter gardens as opposed to open balconies facing onto Purley Way (apart from where open balconies are proven to be acceptable for future occupiers). The landscape proposal has also considered tree locations and pollution tolerant tree species.
- 6.16 Owing to the site location, the sense of arrival to each building will be important, notably for Blocks B and C. Front and rear entrances have therefore been included, with dedicated pedestrian routes within the site.
- 6.17 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. It is understood that the development would comply with these policy requirements, but it is unclear at what mix in terms of bedroom types and tenure.

### Height, Bulk and Design

#### *Policy Principle of Height*

- 6.18 Croydon Local Plan (2018) Policies SP4, DM15 and Place Policy DM42: Purley are the most relevant policies for considering the principle of a tall building within Purley. These policies will be analysed in turn below:

SP 4.5 states:

*“Proposals for tall buildings will be encouraged only in the Croydon Opportunity Area, areas in District Centres and locations where it is in an area around well-connected public transport interchanges and where there are direct physical connections to the Croydon Opportunity Area, Croydon Metropolitan Centre or District Centres. Detailed criteria for the assessment of tall buildings, consideration of the appropriateness of tall buildings on individual sites, and/or in District Centres, will be contained in the Croydon Local Plan’s Detailed Policies and Proposals. Furthermore the Croydon Opportunity Area Planning Framework*

*should be referred to when considering the location and design of tall buildings in the Croydon Opportunity Area.”*

- 6.19 The site is not within the Croydon Opportunity Area, and lies (just) outside the Purley District Centre. However it is well connected to public transport interchanges with Purley Train Station 600m at its furthest point from the site, which provides quick convenient connections into the Croydon Opportunity Area, Croydon Metropolitan Centre and other district Centres. The proposal as such does not conflict with the requirements of SP 4.5.

SP 4.6 states:

*“Some locations within the areas listed in SP4.5 will be sensitive to, or inappropriate for tall buildings and applications for tall buildings will be required to:*

- a. Respect and enhance local character and heritage assets;*
- b. Minimise the environmental impacts and respond sensitively to topography;*
- c. Make a positive contribution to the skyline and image of Croydon; and*
- d. Include high quality public realm in their proposals to provide a setting appropriate to the scale and significance of the building and the context of the surrounding area”*

- 6.20 The above criteria will be considered in further depth within the rest of this report. It is considered that there is a reasonable prospect that a tall building (subject to detailed townscape analysis) in this location could meet the requirements of the policy.

Policy DM15 states:

*To ensure tall or large buildings respect and enhance local character, and do not harm the setting of heritage assets, proposals will be permitted where they meet the following criteria:*

- a. They are located in areas identified for such buildings in Policies DM34 to DM49;*
- b. They are located in areas meeting a minimum Public Transport Accessibility Level (PTAL) rating of 4, with direct public transport connections to the Croydon Opportunity Area;*
- c. The design should be of exceptional quality and demonstrate that a sensitive approach has been taken in the articulation and composition of the building form which is proportionate to its scale;*
- d. The building height, footprint and design relates positively to any nearby heritage assets, and conserves or enhances the significance and setting of the assets of the wider historic environment;*
- e. To improve the quality of and access to open space, developments including buildings taller than 40 storeys will need to incorporate amenity space, whether at ground level such as atria or above ground level, such as sky gardens and roof terraces, that is accessible to the public as well as residents of the development; and*

*f. To ensure tall and large buildings are well integrated with the local area, they should include at least an active ground floor and inclusive public realm.*

The relevant part of Policy DM42: Purley states:

*DM42.1 Within Purley District Centre and its environs, to ensure that proposal 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.*

- 6.21 The approved Purley Baptist Mosaic Development (Planning reference 16/02994/P), which includes a 17 storey building, is considered to have taken the policy allocation for a landmark tall building.
- 6.22 Given that two of the three blocks are over 8 stories, the development is likely to be considered a departure from Croydon Local Plan (2018). A Local Planning Authority may depart from development plan policy where material considerations indicate that the plan should not be followed, subject to any conditions prescribed by direction by the Secretary of State. The power to depart is set out in Article 32 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 6.23 It is important that the Croydon Local Plan is read as a whole, and that failure to comply with a single policy within the plan would not necessarily lead to a sustainable reason for refusal. In order to justify the departure the council will need to be satisfied that the development is able to demonstrate clear benefits that actively and incomprehensively outweigh the areas of non-compliance.
- 6.24 It should be noted that the policy requires development to complement the existing building heights, rather than it must be 3 to 8 storey height. It could be argued that whilst the development is taller than the 8 storey height, especially noting the recently approved 8 storey schemes located within Russell Hill Road, west of the site and located at a high land level than the site, Block B being 9 storeys would therefore still be complementary to the site and surrounding, it would therefore be within the spirit of the policy parameters set out.
- 6.25 At this time whilst a taller element within Block A is considered appropriate, subject to detailed townscape views to ensure it is complimentary to the surrounding context, as well as noting the sites location at a higher level than that consented scheme at Purley Baptist. Officers are of the opinion that any height proposed within this corner will need to be carefully considered alongside the consented scheme at Purley Baptist.

#### *Townscape Impact of Height and Massing*

- 6.26 As highlighted above, there is a need to demonstrate within massing studies that any height within this corner must be of an exceptional quality which respects

and enhances the local character of the area by successfully mediating between the Purley District Centre and the suburban character found north of the site.

- 6.27 Whilst height maybe considered acceptable within Block A (dependent on the points above), Officers have outstanding concerns regarding the proposed height and bulk of Block A combined regardless of the eventual height of the scheme. Officers are of the opinion that the tallest section of Block A should be revised to be a slimmer element at the corner of the site, with a more substantial step down that aligns with the current height of Block B (not as currently proposed being slightly unaligned).

#### *Heritage*

- 6.28 There are several notable heritage assets near to the development: the setting of several heritage assets including Grade II listed Purley United Reformed Church, Grade II listed Purley Library, Grade II Listed Russell Hill Schools Main Building, Webb Estate Conservation Area, Purley Local Heritage Area, Royal Russell School Locally Listed Park and Garden.
- 6.29 The proposed massing has yet to be tested from these points with the latest iteration of the scheme. Officers consider that the height, massing and bulk of the development cannot be fully agreed until this has been provided.

#### *Layout/Form*

- 6.30 The proposed layout and form of development has evolved through the pre-application process, providing breaks between the built form to allow views through the development to the trees to be retained within the site and those prominent street trees seen within Russell Hill Road directly west of the site as well as improving the quality of spaces around the building. Whilst the form of the buildings, being chamfered is not common within the surrounding context, officers are overall supportive of the approach subject to architectural detailing as it allows for improved connectivity through the site, outlook for future residents as well as sensitively intensifying a highly sustainable location.
- 6.31 Block A is noted to be located in close proximity to the public footpaths on both sides which will need to be carefully treated to ensure that it is of human scale so that it interacts within the adjoining public spaces, whilst protecting the amenities of any future occupiers located at lower levels within the building.

#### *Elevational Treatments and Character*

- 6.32 The applicant has begun to reference and consider the context immediately surrounding the site, most notably the parade located on Russell Hill Road. Whilst this may be appropriate for the 'urban' Block A, due to its location at the southern corner facing in part towards Russell Hill Road, Block B and C should seek to respond to the more relevant and immediate suburban context and character on Purley Way and Coldharbour Lane. Notably Block A, has been influenced by 960 Brighton Road (a locally listed building) which incorporates stone detailing, chamfered corners and deep reveals. Officers are strongly of the opinion that significant works are required, at a much finer detail to create a scheme which is truly of exceptional quality which responds to the local character to justify support for a taller element significantly beyond that identified within the

place specific policy already identified. Considering that some elements of the layout of the site and form of the buildings does not respond to the character of the area, it is necessary for the architectural appearance and detailing to show a clear response.



Figure 10: 960 Brighton Road (left), proposed materiality/details for Block A.

- 6.33 The proposed principle of one taller building seen within Block A and two well designed, but respectful blocks which are designed as a ‘family of buildings’ which allow the taller building prominence is considered appropriate. Officers however still consider that further differentiation between Blocks A and B/C is required as the design develops.
- 6.34 Whilst the red brick is seen within the wider area, officers are currently of the opinion that notably within Block A this overcomplicates the massing, form and shape. Alterations to the materiality should to be sought to create clear horizontal banding in the sites urban/suburban context having been further led by a detailed Character Appraisal.
- 6.35 Blocks B and C are currently articulated through two different forms of Brick. Officers again feel the approach undertaken here further accentuates the vertical impact of the scheme and requires revision and is replicated/ throughout all three blocks by the window treatment which also emphasises the building verticality. Officers believed that any proposed design should include stronger horizontal banding to reduce verticality whilst responding to suburban scale and proportions. Again, officers are of the opinion that more work is required in regards to how the proposal responds to the local character of Purley.



Figure 11: Foxley Hatch Public House (left), proposed materiality/elevational treatment for Block B/C.

6.36 Entrances should be clearly indicated as part of the façade approach. At current the proposed entrance treatment on Block B and C across two storeys are not supported. Officers are of the opinion that these should be revised to reflect pedestrian, suburban scale taking into account the existing character and material prompts found on the existing building within the site or immediate suburban context. These include but are not limited to curved entrance doorways, brick treatment, stepped rooflines and planting.

6.34 Given the sites location both fronting onto Purley Way and Russell Hill Road it is considered important that the development incorporates the principles of secure by design.

#### *Ground Floor Activation and Legibility*

6.35 The ground floor of the development is required to host a number of functional uses, such as bin stores and cycle stores. Similarly residential units in close proximity to the street are also problematic. This does provide a challenge in terms of activation. The schemes entrances have been increased in scale for both Blocks B and C and is welcomed however fine grain detail is required to show that the proposed site entrances are activated, legible and welcoming for future occupiers.

## Landscaping, Public Realm & Outdoor Amenity Space

6.36 The applicant has developed an urban to suburban approach to their landscaping scheme, with the southern end of the site being more urban in nature whilst as the site moves north, this becomes more suburban its approach. This results in a variety of spaces, visual connections through the site and play features which utilising the varying topography.



Figure 12: Proposed Section and Indicative Site Layout of play spaces.

6.37 The landscaping approach has developed well, with connection through the site. SUDS appear to be beginning to be integrated into the design at the front of the site which is welcomed but clarification is required around how these work within the proposed site wider drainage strategy. It noted that the proposed flat roofs provided ample opportunity for green roofs to be integrated into the scheme, to further 'green' the proposal and provide improved drainage strategies.



Figure 13: Emerging Landscaping Masterplan.

6.38 A public art strategy will also need to be outlined and developed, and this could help improve the schemes contextuality. Officers are of the opinion that this should form part of the site wider landscaping strategy rather than being a standalone 'piece of public art'.

#### Impact on Neighbouring Properties Living Conditions

6.39 One of the critical considerations for this site is the potential impact of the development on living conditions of existing and potential neighbouring properties. In terms of existing residential properties, the most sensitive is 920 Purley Way, although the residential amenity of those occupiers located within the consented flats at 29 – 37 Russell Hill Road as well those east of the development and which front onto Pampisford Road.

6.40 No recent daylight and sunlight assessments have been provided accordingly and therefore the applicant will need to demonstrate that this proposed relationship as well as with all other surrounding occupiers would continue to protect the amenities of the adjoining occupiers to an acceptable degree.

#### *Privacy, Outlook and Sense of Enclosure*

6.41 The separation distance between the flank elevation of Block C and 920 Purley Way is approximately 7 metres at its closest point. However, owing to the shape of the proposed blocks and potential internal layout of Block C, officers are of the opinion that all primary facing windows can be orientated away from overlooking 920 Purley Way. It is noted that as currently set out a unit within Block C does have potential to overlook the adjoining occupier and would require alterations accordingly to protect the amenities of this adjoining occupier. Alongside this

further clarification is required to demonstrate that this adjoining occupiers retains acceptable outlook.



Figure 14: Eastern elevation (top), Vu-city views of the proposed developments with surrounding consented schemes (bottom)

### Highways and Parking

- 6.42 The site is located on Purley Way, for which TfL are the highways authority. Therefore, they will need to comment accordingly in regards to the acceptability of the impact upon the highway network.
- 6.43 All the car parking spaces to be provided on-site are proposed as wheelchair accessible car parking spaces in line with the draft London plan policies. Given the high PTAL rating, the provision of an otherwise car free development is deemed acceptable. Residents will not be entitled to parking permits and the applicant will be expected to contribute to the further extension of the existing Purley Permit Zone around Russell Hill/Russell Hill Road/More Close to the west of the site as well as a number of other sustainable travel initiatives.
- 6.44 Given the characteristics of Purley Way, and also to ensure that healthy streets and public benefits of the scheme are delivered, notably at the southern tip of the site, a practical servicing strategy will be essential. At current all blocks are proposed to be serviced on-site. The development would require a Construction Logistic Plan, which would be expected to be submitted at draft stage upon application, considering the strategic importance of the road network surrounding the site.

## Trees/Biodiversity

6.45 None of the trees within the site are subject to a tree preservation order, and as such could be felled without further consent. The applicant has stated to date that 24 trees are proposed to be removed across the site (as indicatively shown in figure 13) with the majority of these located within the existing rear gardens of the houses on-site and having little amenity value. It is also notably that the footprint of Block B has been reduced at the rear, so may enable more of the existing trees to be retained since figure 13 was provided.



Figure 15: Existing trees on and off-site (NOTE: proposed block footprint has changed).

6.46 The applicant is proposing to replace those removed with like for like tree replacements. Officers welcome this approach and the consideration of the types of trees to be planted especially within the areas adjacent to Purley Way where they will be provide improved visual amenity to the wider area.



Figure 16: Proposed Tree Strategy

6.47 At this stage it is envisaged that planning obligations will be required to mitigate the impacts of the development. Discussions are forthcoming in relation to the heads of terms, but it is anticipated that these would include the following:

- Affordable housing (on site)
- Affordable housing review mechanisms (early and late stage)
- Employment and Training strategy and contribution (construction)
- Air Quality
- Zero carbon off-set
- Securing potential links to district heating
- Car club (provision and membership)
- Travel Plan
- Car permit restrictions
- Public Realm improvements and maintenance
- Sustainable travel
- Highway works and public realm improvements

## 7 SPECIFIC FEEDBACK REQUESTED

7.1 In view of the above, it is suggested Members focus on the following issues:

- i. The principle of a high density residential development in a PTAL 4/5 location.

- ii. The height and bulk of the development, especially in the context of the Purley place-specific policy, and whether the development can deliver sufficient benefits to justify a departure from policy.
- iii. Whether the proposed design direction and elevational treatment is an appropriate response to its context.
- iv. The emerging landscape design and the increased urban gateway space at the southern tip of the building.
- v. The level of affordable housing and whether an alternative mix to deliver 35% is acceptable.
- vi. The likely impact on neighbouring living conditions and whether alternative BRE daylight/sunlight targets are appropriate.
- vii. Whether a car free development, with disabled parking provision only for the residential component, is acceptable given the PTAL location.

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## PLANNING COMMITTEE AGENDA

### PART 6: Planning Applications for Decision

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#### 1 INTRODUCTION

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

#### 2 MATERIAL PLANNING CONSIDERATIONS

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

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

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

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

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

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

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

## **5. PROVISION OF INFRASTRUCTURE**

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

## **6. FURTHER INFORMATION**

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

## **7. PUBLIC SPEAKING**

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

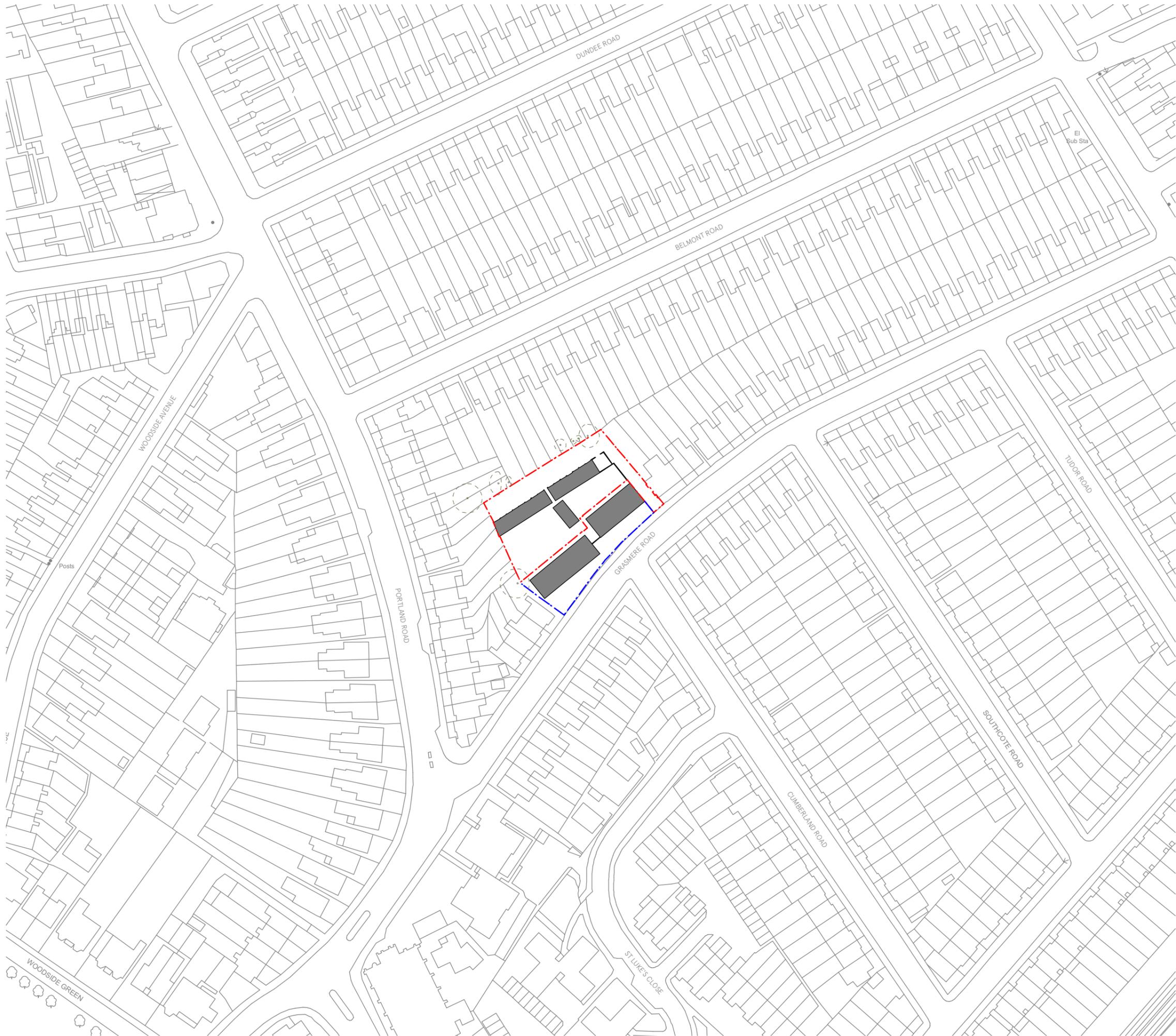
## **8. BACKGROUND DOCUMENTS**

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

## **9. RECOMMENDATION**

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

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**PLANNING ISSUE**

Check all dimensions on site. Do not scale off drawings without prior consultation. Any discrepancies to be reported to architects before execution of relevant works. This drawing has been produced for Brick by Brick for the works at Site 257 Grasmere Road and for that application alone and is not intended for use by any other person or for any other purpose. Drawings remain copyright of Hayhurst and Co. and may not be reproduced without written consent or licence.

0m 25m 50m



 Site boundary

 Site Ownership

Planning Issue 27.02.2020 -  
 Issue/Revision 0 Date 0 Rev 0

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Project: **Site 257 Grasmere Road**

Address: **19 Grasmere Road**

Subject: **Existing Location Plan**

Date: **27.02.2020**

Scale: **1:1250**

Original size: **A3**

Drawing no: **257-A-P-XX-001**

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**PART 6: Planning Applications for Decision**

**Item 6.1**

**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/01145/FUL  
 Location: Land rear of 19 Grasmere Road, South Norwood, SE25 4RF  
 Ward: Woodside  
 Description: Demolition of existing garages and structures. Erection of three storey building to provide 9 flats with associated amenity space, landscaping, car parking, refuse and cycle storage.  
 Drawing Nos: 257-A-P-XX-001, 257-A-P-00-110 R12, 257-A-P-01-111 R8, 257-A-P-03-113 R6, 257-A-P-02-112 R7, 257-A-E-XX-300 R2, 257-A-E-XX-301 R2, 257-A-E-XX-302 R2  
 Applicant: Brick by Brick  
 Agent: Mr Max Goode (Carter Jonas)  
 Case Officer: Karim Badawi

	1 bed, 2 person	2 bed, 3 person	2 bed, 4 person	3 bed, 5 person
<b>Flats</b>	8	1	0	0

Number of car parking spaces	Number of cycle parking spaces
8	9

1.1 This application is being reported to committee because Councillor Paul Scott has made representations in accordance with the Committee Consideration Criteria and requested Committee consideration.

**2.0 RECOMMENDATION**

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

- a) Delivery of all units as affordable housing (affordable rent)
- b) £6,750 sustainable transport contribution (towards off-site car club provision, membership and cycling improvements)
- c) Monitoring Fee
- d) Any other planning obligations considered necessary

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

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

**Conditions**

**Standard 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. Demolition and Construction Logistics Plan.
4. Additional information for SuDs as requested by the LLFA;
5. Additional information for ground investigation;

#### Pre-Commencement of above groundworks Conditions

6. External facing materials to be approved;
7. Key junction details including: window reveals), window/door head/sills, parapets, balustrades of all balcony types;
8. Details and locations of mechanical ventilation systems or other ducts/extracts;
9. Details of any rainwater goods;
10. Details of hard and soft landscaping to the communal area including; landscape plan with tree planting to the front and rear of the site, hard and soft landscaping palettes, boundary treatments, retaining walls, lighting and furniture;
11. Details of cycle store;

#### Compliance Conditions

12. Accessible homes;
13. Obscure glazing to upper floor northwest facing windows and screening to the northwest edge of the balconies for units 4 and 7;
14. Access road and car parking spaces to be provided as shown;
15. Refuse/cycle stores to be installed as approved;
16. Compliance with the Arboricultural Report;
17. 19% carbon dioxide reduction;
18. Water usage off 110L per head per day;
19. Access for existing residents to new communal amenity in perpetuity; and
20. 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. UKPN requested informatives
4. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

- 2.4 That, if by 22<sup>nd</sup> January 2021 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

#### Proposal

- 3.1 The applicant seeks full planning permission for the demolition of existing garages and structures and erection of three storey building to provide 9 flats with associated amenity space, landscaping, car parking, refuse and cycle storage.
- 3.2 The proposed three-storey building would sit towards the north with separation distances between 4.5 to 1.7 metres from the boundary. The building would have a maximum width of 29 metres, with an 8m wide single storey element to the east. The average depth of the building would be 10 metres and would have a separation distance of 16.5 metres from the existing block of flats facing Grasmere Road.
- 3.3 The proposed site plan would maintain the existing vehicle access along the east boundary to serve the proposed car parking and service area. It would provide a communal amenity area between the existing and proposed block for the use of residents in both.



*Fig. 1: Imposed elevation on the original Site Plan*

- 3.4 The Council received an amended set of proposed drawings for the following (which did not necessitate re-consultation given their relatively minor nature):
  - Changing the site plan to accommodate additional two car parking spaces (from six to eight spaces);
  - The communal amenity area has been amended to increase the amount of grassed area.

#### Site and Surroundings

- 3.5 The site sits behind the existing Grasmere Road flats and maisonettes to the south. The existing block of flats is a 3-storey building with pitched roofs set in two separate buildings with similar fenestration and architectural detailing.

- 3.6 The surrounding area is residential in character with properties in Grasmere Road being predominantly 2-storeys in height with some at 3-storeys. The majority of the dwellings are terraced or semi-detached and are of similar character, form and design.
- 3.7 The application site comprises a vehicle access route, a terrace of single-storey garages and the existing amenity spaces; the east of the site has a small piece of land which is leased to UKPN and comprises a decommissioned substation. The existing block does not form part of the development red-boundary line and the site adjoins rear gardens of single dwellinghouses to the north, east and west.
- 3.8 The site is not within a Conservation Area and does not contain nationally nor locally listed buildings. The application site is within a PTAL 3 which is considered to have moderate public transport options and is also at 'low' risk of surface water flooding.



Fig. 2: The existing site.

### **Planning History**

- 3.9 19/04653/PRE – Erection of 3-storey block – Advice given on how to proceed.

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

- The principle of the development is acceptable given the residential character of the immediate locality and the national and local need for housing.
- The proposal would contribute positively to the supply of affordable housing.
- The design, form and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards.
- The level of parking and highway impact on the surrounding area would be acceptable.
- Sustainability aspects are controllable through the use of planning conditions.

- Flood risk mitigation measures 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.
- 5.2 UKPN were consulted and did not raise objections to the development. They did, however, raise a number of requests and precautions all of which are covered as informatives.

## 6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 60 letters of notification to neighbouring properties 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: 6                      Objecting: 6                      Supporting: 0

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

Summary of objections	Response
<i>Principle of development</i>	
<ul style="list-style-type: none"> <li>• Overdevelopment of the site leading to overcrowding</li> </ul>	See paragraphs 8.2 – 8.4
<i>Design</i>	
<ul style="list-style-type: none"> <li>• Out of character with the area</li> </ul>	See paragraphs 8.5 – 8.9
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> <li>• Loss of light and overshadowing impact</li> <li>• Overlooking and loss of privacy</li> <li>• Increase noise and disturbance from additional residents</li> <li>• Anti-social behaviour from existing estate would be exacerbated by additional housing</li> </ul>	See paragraphs 8.16 – 8.21
<i>Highways and Refuse</i>	
<ul style="list-style-type: none"> <li>• Lack of parking provision (and visitor parking)</li> </ul>	See paragraphs 8.22-8.27
<i>Other Matters</i>	
<ul style="list-style-type: none"> <li>• Brick by Brick has many unfinished developments and unrealistic to apply for further planning permissions</li> </ul>	The business model of any applicant is not a planning consideration.
<ul style="list-style-type: none"> <li>• Development would be better allocated in nearby open lands</li> </ul>	The assessment is of the submitted plans proposal and not to suggest alternative.

- 6.3 Councillor Scott has referred this and all applications submitted by Brick by Brick during the COVID-19 pandemic to Planning Committee for the following reasons:

- Public scrutiny of applications made by the Council and its wholly owned subsidiary
- Openness and transparency during the Covid-19 crisis when stakeholders are likely to be distracted
- Potential to provide new homes in response to the housing crisis in accordance with National, Regional and Local Planning Policy

## **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 Planning Committee is 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
- 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:

- 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
- 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
- DM10: Design and character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- 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

## 7.6 Supplementary Planning Guidance:

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

## Emerging New London Plan

- 7.7 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.
- 7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing

target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.9 It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.10 The policies of most relevance to this application are as follows:

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.11 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development

2. Townscape and visual impact
3. Housing Quality for future occupiers
4. Residential amenity for neighbours
5. Impact on Highways, Parking and Refuse Provision
6. Impacts on Trees, Flooding and Sustainability

### Principle of Development

- 8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The site is outside of any designations in the Local Plan and would therefore be considered a 'windfall' site. As such, the development would be considered acceptable in principle provided that respects the character and appearance of the surrounding area and there are no other impact issues.
- 8.3 Policy SP2 of the Croydon Local Plan (2018) sets a strategic target for 30% of new homes across the borough. The proposal would comprise 8 x 1-bed and 1 x 2-bed/3-persons flats; the absence of family-sized dwellings is noted. Bearing in mind that this scheme proposes less than 10 residential units, the requirements of Policies SP2.7 and DM1.1 carry less weight. Additionally, the development for 9 units would be for 100% affordable housing. Policy DM1 allows for deviation from the housing mix targets for the affordable housing element of any major proposal and would be reasonable to follow a similar approach to the housing mix of this application. Accordingly, the lack of family accommodation within the scheme would be acceptable.
- 8.4 As this scheme proposes less than 10 new homes, there is no specific policy requirement to deliver a proportion of these homes as affordable housing. However, the developer has advised that they intend to deliver all homes as affordable rented accommodation. Whilst it is acknowledged that residents might well prefer a balance between private sale and affordable housing, there is significant lack of affordable housing across the borough. The delivery of 100% affordable housing represents a benefit of the scheme which should also be considered and balanced against other aspects. Whilst not necessarily a policy requirement, officers feel it would be reasonable and necessary (when considering the scheme as a whole) to secure these flats as affordable homes as part of a subsequent planning permission via an associated S.106 Agreement.
- 8.5 The site falls within a suburban area with PTAL 3; the London Plan Density Matrix specifies a maximum of 250 hr/ha and 95 u/ha for such setting. The proposal is for nine residential units with a mix of 8 x 1-bed and 1 x 2-bed units and the site is 0.128 hectares. Whilst not to be used mechanistically, the resulting scheme would provide a density of 148 hr/ha and 70 u/ha which would be acceptable.

### Townscape and Visual Impact

- 8.6 Guidance 2.13.1 of the Suburban Design Guide SPD2 (2019) states that: '*Back land sites and blocks of garages tend to be of a size to accommodate developments of a larger scale. The height of back land development should generally be no greater than the predominant surrounding buildings.*'
- 8.7 The proposed layout would locate the building to the northwest corner of the site. This would preserve existing trees, allow the site to benefit from the existing vehicular

crossover for parking and services and would allow for a generous central space designed as a communal amenity and acting as a buffer between existing and proposed blocks. This communal amenity would benefit from active surveillance resulting from individual access points and windows to ground floor units and the location of the bin and cycle stores.

- 8.8 The proposal would be a back land development with an existing vehicular access and would sit between buildings facing Grasmere Road and dwellinghouses facing Belmont Road. The proposed height would be three-storeys, although the flat roof would sit at a lower ridge than the existing block of flats on Grasmere Road. Additionally, the overall width of the building would be less than the overall width of the existing block. The combined factors of height and width would translate to a subdominant structure to the existing front block which would be acceptable. Furthermore, the proposal would not be highly visible from the road and would not have an impact on the streetscene.



*Fig. 3: The proposal and its relationship with existing buildings.*

- 8.9 The Design & Access statement presented a very thorough contextual analysis which is clearly translated through to the design of the building. The articulation of the proposed building would take fenestration and material cues from the existing block with a contemporary interpretation which is acceptable. A condition will control exact material specifications for the building to ensure its quality, but brickwork is fully supported.



*Fig. 4: The main façade of the proposal.*

8.10 Considering all points above, the proposal would be acceptable and in accordance with Policy DM10 of the Croydon Local Plan (2018) and the Suburban Design Guide SPD2 (2019).

#### Housing Quality for Future Occupiers

8.11 The National Space Standards and the London Plan states that 2-bed 3 person dwellings should provide a minimum internal floor space of 61sqm and that 1-bed, 2 person dwellings should provide a minimum internal floor space of 50sqm. All nine units would meet these standards, measuring between 50.1sqm and 67sqm. All units would have dual aspect; all habitable rooms would have a good outlook and good levels of sun and daylight which would be acceptable.

8.12 The planning application was accompanied by a daylight and sunlight assessment which concluded that all habitable rooms would meet the ADF requirements except for two rooms. These two rooms would be first-floor single-aspect bedrooms (F01/R3 and F01/R5) within Flats 5 and 6. While these rooms would have direct access to their private balconies, they would be located beneath balconies at second floor. This would restrict the receipt of daylight within their internal space. Both rooms would however achieve an ADF value of 0.8% against the 1% target outlined in the BRE Guidelines. This is a marginal shortfall and given that the prime use of a bedroom is sleeping, the daylight achieved would be adequate.

8.13 The assessment also concluded that all but four bedrooms would meet the targets for annual and winter sunlight. Two of these bedrooms would be single-aspect north-facing rooms on the ground floor (F00/R4 and F00/R5). The combined factors of ground-floor accommodation and a north-orientation would present a challenge in achieving the targets for sunlight. However, the layout of these units have been

configured so that the main living accommodation would face south and benefit from excellent sunlight amenity. The remaining two bedrooms would be Flats 5 and 6 (F01/R3 and F01/R5) which would sit beneath the balconies at first floor. These two rooms would benefit from direct access to the private balconies and the main habitable rooms for these units would benefit from excellent levels of sunlight throughout the year. On balance, considering that sunlight levels to the habitable rooms would be acceptable, the main use of bedrooms for sleeping, site and design constraints, the level of sunlight received for all units would be acceptable. All ground floor units would have a private accessible rear garden amenity space and the upper floor flats would all have front balcony areas. These amenity spaces would exceed the minimal space standards contained within the London Plan Housing SPG. Officers note the proximity of some trees to some of the private amenity spaces, but are considered on balance acceptable.

- 8.14 The development would have access to a communal amenity space with an area of approximately 212sqm which would be sufficient to include space for retreat and the required 14.5sqm of children's play space for the development.



*Fig. 5: The communal amenity area.*

- 8.15 Guidance 3.48A of the London Housing SPG (2016) requires step free access, i.e. a lift where a dwelling is accessed above or below the entrance storey and require boroughs to seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Adding that for buildings of four-storeys or less, this requirement may be subject to development-specific viability assessments and consideration should be given to the implication of ongoing maintenance costs on the affordability of service charges for residents. Where such assessments demonstrate that the inclusion of a lift would make the scheme unviable or mean that service charges are not affordable for intended residents, the units above or below the ground floor that cannot provide step free access would only need to satisfy the requirements of M4(1) of the Building Regulations.

8.16 The applicant provided a viability note explaining the financial implications of lift provision; it concluded that the provision of a lift would impact the delivery of the development as whole and place financial maintenance implications on future affordable housing. Furthermore, a lift would mean reduced floor area internally; given the need for parking and turning areas a larger building could not be supported. Accordingly, the lack of the lift would be acceptable. Additionally, the ground floor units of the building would comply with M4(2) of the Building Regulations providing step free access from street level throughout the dwelling and onto the private amenity which would be acceptable. Considering all points above, the proposal would provide adequate, sustainable accommodation for future occupiers in terms of quality of internal accommodation, habitable rooms' adequacy, private and communal amenity spaces in accordance with London Housing SPG (2015) and Croydon Local Plan Policies SP2 and DM10.

### Residential Amenities of Neighbouring Occupiers

8.17 The Suburban Design Guide SPD2 (2019) gives guidance to separation distances for new developments, stating that new to existing third party dwellings should be 18 metres and new to host dwelling should be 15 metres. The site sits to the south of Nos. 2-16 Beaumont Road, to the east of Nos. 331 to 339 Portland Road. The proposal would also sit to the north of Nos. 9 to 17 Grasmere Road which could be considered a host dwelling.

8.18 Whilst the scheme would be a minimum 1.4 metres from the shared boundary, the properties on Beaumont Road have an extensive garden of 25 metres, accordingly the proposal would not result in an adverse impact on its amenity. Window arrangement towards the rear would mainly be serving kitchens, secondary to the LKD spaces or bathrooms, these windows would sit behind the deck with a separation distance of 3 metres minimum to the shared boundary.

8.19 Properties on Portland Road adjoining the site have a single-storey rear extension which would sit some 17 metres from the proposal. However, the main two-storey element of these dwellinghouses would sit at a distance over 18 metres from the proposed building which would be acceptable. Nonetheless, the west units would have a first and second floor balconies which could overlook the rear gardens of these adjoining properties. The decision notice would include a condition for a privacy screen to the west elevation to protect said privacy. The sunlight and daylight assessment for properties onto Portland Road concluded that these properties would adhere to the numerical values set out in the BRE Guidelines following the development which would be acceptable. Furthermore, the reduction to sunlight received in their rear amenity would not be noticeable.

8.20 The adjoining properties on Grasmere Road would be approximately 15 metres at its closest point which would be acceptable and sufficient to overcome overlooking concerns from the proposal onto these existing dwellings; particularly as they do not have any private amenity that would require protection.



*Fig. 6: Section through the site shows the relationship with existing adjoining buildings.*

- 8.21 The sunlight and daylight assessment concluded that the adjoining block on Grasmere Road does not have any of its rooms facing 90-degrees south of the proposal and therefore not relevant for sunlight analysis as specified in the BRE Guidelines. The assessment carried out a study for the Vertical Sky Component (VSC) for 42 windows overlooking the site, only nine windows would not meet the recommendations of the BRE Guidelines. One of these windows on the first-floor would have marginal reduction which would be acceptable.
- 8.22 The existing features of the neighbouring building restricts the receipt of daylight in the existing scenario. With low existing values, even small reductions in VSC will result in disproportionately high percentage reductions. The appearance and location of the eight remaining windows concludes that three of these windows are for bathrooms and two are for kitchens. One of the kitchens is small and not considered a habitable room, the other would retain VSC over half of its area which would be considered acceptable. The remaining three rooms are bedrooms; wherein the BRE Guidelines place less importance on the movement of the no sky line.
- 8.23 Considering the use, size and scale of reduction of these rooms, combined with the low existing VSC values; the assessment concluded that the loss would not be significant or unreasonable. Accordingly, the proposal would not be considered to have a significant harm to the amenity of adjoining properties on Grasmere Road.
- 8.24 The existing properties on Grasmere Road would maintain the rear access to the communal amenity area. The current proposal would increase the soft landscaping of the site and would have a communal amenity space of 212sqm which would be considered adequate to cover the future and the existing occupier's combined need for playspace and would be acceptable.
- 8.25 With regards to potential noise impact from future occupiers, the proposed separation distances between the existing and proposed buildings and the fact that only nine additional residential units are being proposed in this location would prevent a significant increase in noise disturbance to surrounding occupiers. Noise and disturbance during construction works would be controlled by Environmental Health legislation relating to hours of construction and the need for site hoardings.
- 8.26 Considering all the points above against the backdrop of housing need, the proposal would not have an adverse impact on the amenity of neighbouring properties and would be acceptable in accordance with Policy DM10 of the Croydon Local Plan (2018).

#### Impact on Highways, Parking and Refuse Provision

- 8.27 The application site is in an area with a Public Transport Accessibility Level (PTAL) of 3 indicating moderate access to public transport links. The site falls outside a CPZ area and has an existing crossover from Grasmere Road.
- 8.28 Highways and Vehicle Parking: The proposal would utilise an existing vehicle access serving the existing garages. An emergency vehicle would also be able to enter and exit the site.
- 8.29 The eight parking spaces would not be considered to result in significant vehicle movement in the area.
- 8.30 The development would be replacing existing garages; the Transport Statement explained that there are a total of 15 garages on-site, of which 12 are let and 3 are

void. Their survey and public consultation concluded that 2 garages are used for classic cars, 2 are used for storage and occasional cars with the remainder used solely for storage.

- 8.31 The development would have eight car parking spaces, two of these spaces would not be for the development but for local residents to overcome the loss of existing garages. The development would therefore have six parking spaces for the proposed nine units. The London Plan Parking standards states that outer London PTAL 3 should be maximum 0.75/dwelling which would equate to 6.75 spaces. The applicant submitted census data for ownership status for vehicles and concluded that car ownership would be less than 50% for the development indicating a need for 4 spaces as an acceptable parking provision for the nine flats. Officer's consider the census data slightly dated and not to be site specific (instead by Ward) so should not be given full weight. The proposed 6 spaces would accord with the London Plan. Given the flexibility of Policy DM30 (less parking required for affordable housing) and the scheme being 100% secured via the legal agreement, plus a sustainable transport contribution towards off-site car club, membership and cycle improvements, the level of parking is supported.
- 8.32 Cycle Parking: Table 6.3 of The London Plan (2016) sets the cycle parking standards at two spaces for all dwellings of two or more bedrooms and the proposal would require 10 cycle parking space. The development would have a cycle store for 10 bicycles to the east of the building which shows 5% of Sheffield stands as per the London Cycle Design Standards and would be acceptable.
- 8.33 Refuse storage: The proposal would include a bin refuse within the building. The refuse strategy would comprise the collection vehicle to enter the site and reverse within the car parking area to exit in forward gear which would be acceptable.

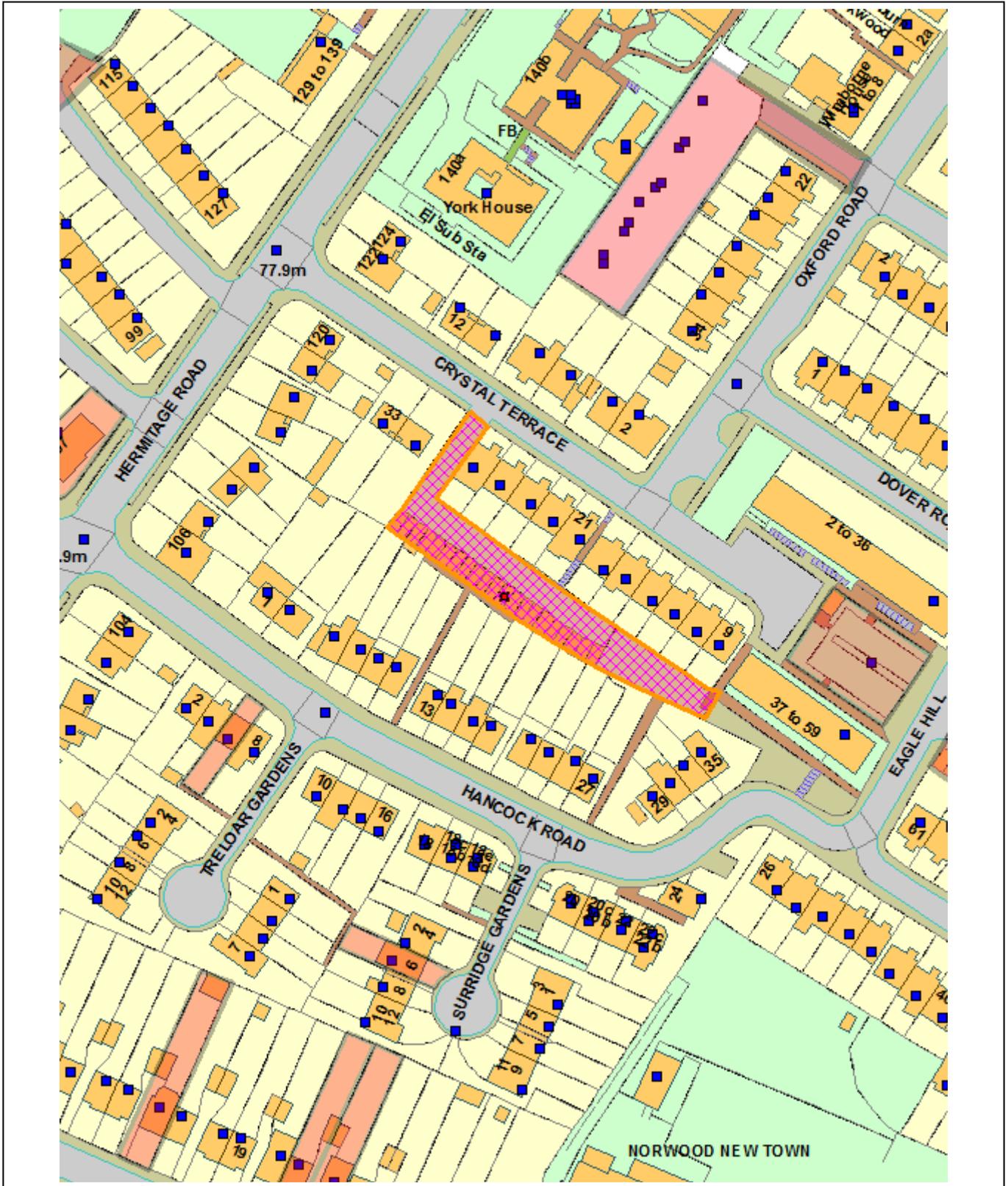
#### Impacts on Trees, Flooding and Sustainability

- 8.34 Trees: The site itself comprises hardstanding and single-storey garages. Mature trees are located in neighbouring rear gardens and the canopies marginally overhang the site along the northern boundary. There is a single mature tree within the site boundary of 19 Grasmere Road. The proposed development would not involve the loss of any on-site trees and the existing trees surrounding the site would be retained and protected as per the submitted arboricultural method statement.
- 8.35 Furthermore, the development would be an enhancement to the existing situation, it would include soft landscaping and planting of trees, secured by condition.
- 8.36 Flooding: Policy DM25 of the CLP (2018) states that sustainable drainage systems (SuDS) are required in all developments. 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. The site falls within Flood Zone 1, the application included a flood risk assessment and a drainage statement which was checked against the relevant policies and LLFA. The submitted documents were acceptable and a condition for further information to demonstrate understanding and adequacy of proposed strategy is recommended.
- 8.37 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. The decision notice would include a condition to ensure that the development would achieve 19% reduction in CO2 emissions over 2013 Building Regulations.

- 8.38 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.
- 8.39 Contaminated Land: Given the history of the site and that private and communal gardens would form part of the development, a standard Contaminated Land Condition to ensure the safety of future occupiers.
- 8.40 The scheme would ensure the creation of a healthy community with access to open space, promote cycling and walking.
- 8.41 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools

## **9.0 CONCLUSION**

- 9.1 Whilst it is accepted that the scheme would result in the loss of existing garaging, there is no justification to retain such uses, especially in view of the urgent need to deliver more homes and specifically affordable homes.
- 9.2 The proposal would result in redevelopment of the site which would contribute to local housing need by providing a total of nine new affordable rented homes within the Borough. The design of the development is well-considered, internal spaces would comply with space standards, and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking and energy systems are all acceptable in principle and can be secured by condition. It is therefore recommended that planning permission is granted.
- 9.3 All other relevant policies and considerations, including equalities, have been taken into account.



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**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/01483/FUL  
 Location: Land And Garages Rear Of 9-29 Crystal Terrace Upper Norwood SE19 3JT  
 Ward: Crystal Palace and Upper Norwood  
 Description: Demolition of existing garages and erection of 6 two-storey dwellings; car parking; hard and soft landscaping; boundary treatment; refuse and cycle storage and private amenity space.  
 Drawing Nos: 5979-212 1, 5969-212 2, Existing Elevation BB P, 001 P, 100 P, 100 P1, 101 P1, 110 P1, 201 P2, 202 P2, 210 P, 211 P2, 601 P, 502 P, 504 P, 505 P1, 602 P.  
 Applicant: Brick by Brick Croydon Limited  
 Agent: Carter Jones - Mrs Jennifer Turner  
 Case Officer: Jimill Patel

	1 bed	2 bed (3/4 person)	3 bed (4 person)
<b>Existing</b>			
<b>Proposed</b>		3	3

*All units are proposed for private sale/rent*

Number of car parking spaces	Number of cycle parking spaces
3	9

1.1 This application is being reported to Planning Committee because the Ward Councillor Stephen Mann and Vice Chair of Planning Committee (at the time of the referral) Councillor Paul Scott has made representations in accordance with the Committee Consideration Criteria and requested Committee consideration.

**2.0 RECOMMENDATION**

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

- a) Car parking permit restriction for future residents
- b) £7,475 Sustainable Transport Contribution (towards off-site car club provision, membership and electric vehicle charging points)
- c) Monitoring fees for all obligations
- d) 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 (compliance)
3. Construction logistics plan (prior to commencement)
4. Details of connection to foul and/or surface water drainage system to be submitted including SUDS (prior to commencement)
5. Details of intrusive site investigation and remediation works (prior to commencement) including ground gas monitoring
6. In accordance with tree protection plan (compliance – measures to be installed prior to commencement)
7. Details and samples of materials to be submitted (including window reveals, balustrade/privacy screen details) (pre-ground slab)
8. Refuse and cycle storage for the proposed development (pre-ground slab)
9. Contaminated Land verification report to be submitted (pre-ground slab)
10. Details of lighting (pre-ground slab)
11. Electric vehicle charging point to be submitted (pre-ground slab)
12. Installation of biodiversity/habitat creation measures (pre-ground slab)
13. Landscaping to be submitted (hard and soft landscaping, boundary treatment (prior to occupation)
14. No more windows in any elevation (compliance)
15. Car parking provided as specified (compliance)
16. 110 litre Water usage (compliance)
17. CO2 Carbon Reduction (compliance)
18. Unexpected contamination (compliance)
19. In accordance with recommendations of the noise assessment (compliance)
20. 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) Policies
- 3) Community Infrastructure Levy
- 4) Code of Practise for Construction Sites
- 5) Network Rail Advice
- 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

2.4 That if by 22<sup>nd</sup> January 2021 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 the existing 21 garages

- Erection of a two storey block comprising 6 residential dwellings (3x3 bed and 3x2 bed)
  - Communal cycle and refuse provision
  - Hard and soft landscaping
  - Boundary treatment
  - Private amenity space
  - Vehicular parking (3 spaces) accessed via an existing and retained access drive
- 3.2 The scheme proposes a two storey 'terraced' block comprising 6 residential dwellings situated to the rear of 9-29 Crystal Terrace. Cycle storage would be located adjacent to unit 1 within an enclosed structure with 3 parking spaces situated immediately next to this. Refuse storage would be sited along the northern boundary (next to/partially in front of the parking bays) and also adjacent to unit 6. The site has three existing access points including two pedestrian footpaths between no.19 and 21 and adjacent to no.9 Crystal Terrace. The existing access drive has a pedestrian/occupier path running along the boundary of no.29 which would be retained. A 'ramped' access is proposed along the boundary of no.31. The access drive would still be wide enough for vehicles to enter and exit. As discussed further in the report, the site is predominantly hardstanding and the proposed building has been broken down in its massing so that soft landscaping in the form of planting can be situated in between so to soften the appearance and provide a verdant element to the site.
- 3.3 The site is relatively tight and tapers to the south-east. The building would effectively follow this tapering, set in from the front and rear boundaries to provide a tolerable separation and proportionate development. The building would be set away from the surrounding properties. There are several category B trees situated within the rear gardens of Crystal Terrace and Hancock Road properties, although not protected through any Tree Protection Orders (TPO).
- 3.4 The layout of the units would comprise bedrooms and bathrooms at ground floor with kitchen/living/dining at first floor. Given the stepping and breaking of the massing, the future occupiers would benefit from private amenity space at both levels, with the primary element at first floor level (patio). As the site becomes narrower to the south-east and becomes closer to the Hancock Properties, in particular no.35, the layout of unit 6 comprises bedroom and kitchen/living/dining at ground floor level with bedroom and bathroom at first floor level.
- 3.5 During the course of the application, amended plans were received, notably around the design and highways impact. This has not altered the size of the buildings and relates to finer details of the material pallet and landscaping around the development. The revised information would not prejudice those interested in the application and as such a public re-consultation was not considered necessary.



Figure 1: View from the frontage of the proposed buildings (north and south of the site)

### Site and Surroundings

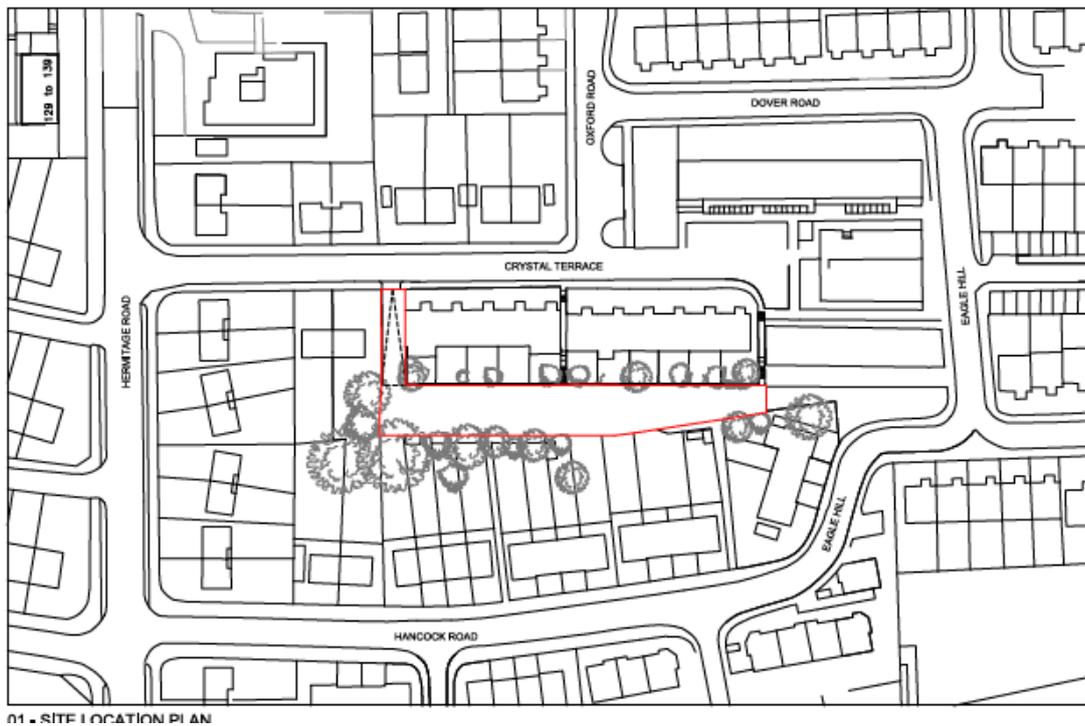


Figure 2: Site Location Plan

3.6 The application site comprises a parcel of land containing 21 garages most of which are used for domestic storage purposes located to the rear of 9-29 Crystal Terrace. According to the submitted Transport Statement, 16 of the garages are let and 5 are void. Of the 16 that are let, 4 garage leaseholders live within 200m of the site. Of those

4 garages, it was confirmed that 2 of those garages were used for storing a motor vehicle. The site is accessed via two pedestrian paths between no.17 and 19 and adjacent to no.9 Crystal Terrace. There is an existing access drive between no.29 and 31 Crystal Terrace. The site is predominantly hardsurfaced and a site visit has confirmed that the site is in a state of disrepair.

- 3.7 The site is located centrally to those surrounding properties along Crystal Terrace, Hermitage Road and Hancock Road. The majority of the properties are two storey and terraced with the exception of those along Hermitage Road. All of the immediate properties tend to be uniform in their form, proportion and appearance. Some three storey properties are noted towards the north-east of the site.
- 3.8 There are a high level vegetation/hedgerow/trees that surround the site none of which are protected by a Tree Protection Order (TPO). There are Category B trees situated within the rear gardens of no.5-11 Hancock Road and some trees within the immediate Crystal Terrace properties. There are also some category C trees within the site boundary (none on site). Land levels are complex; according to the Topographical Survey, the site drops from the front access drive to the rear by 5m. The site is relatively flat from north to south but Crystal Terrace highway rises from north to south by 3m (from no.9 to 29). The Hancock Road properties to the south-west are situated lower than the host site.
- 3.9 Unrestricted kerbside (half on pavement) parking is noted within the immediate context on both sides of the road. Crystal Palace Railway Station is located 1 mile from the subject site. Bus stops are situated along Anerley Road (0.3 miles) with access to surrounding towns. The Public Transport Accessibility Level (PTAL) is 4 which is good.
- 3.10 The surrounding roads including no.9-29 Crystal Terrace fall within an area at risk from surface water flooding. There are no constraints to the site.

### **Planning History**

- 3.11 From September 2019 to January 2020, officers engaged in pre-application discussions with the current applicant, proposing a scheme of 6-7 two-storey dwellings. Officers raised issues with contamination, general massing/siting, overall hardstanding, window placement, highways (parking) and refuse management. These matters have now been resolved.
- 3.12 None of relevance apart from the pre-application undertaken.

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

- The principle of intensified residential development is acceptable given the national and local need for housing.
- The loss of garages is acceptable in principle, with capacity on street for the 2 garages that are used for storing a motor vehicle.
- The scheme would provide high quality architecture and would appropriately respond to site context with suitable relationships to the form, mass and appearance of the existing properties on the application site and adjoining/surrounding properties

- The living conditions enjoyed by neighbouring residential occupiers would not be overly harmed by the proposed development (in terms of daylight, sunlight, enclosure and privacy effects).
- The living standards of future occupiers would be satisfactory (in terms of overall residential quality) and would comply with the Nationally Described Space Standard (NDSS).
- The level of parking and impact upon highway safety and efficiency would be acceptable subject to mitigation measures.
- The impact to nearby trees is acceptable, subject protection of these high value trees.
- Sustainability aspects have been properly assessed and their delivery can be controlled through the use of planning conditions. On site sustainable drainage would be secured 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.

### Lead Local Flood Authority (LLFA) (Non Statutory Consultee)

5.2 Initially issued a holding objection subject to the submission of additional information. Following additional information the LLFA commented that the submitted strategy and overall approach meets most of their requirements and queries. However, evidence of the design of the surface water strategy was not provided and as such a pre-commencement condition requesting full details is necessary.

## 6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of 44 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours in response to notification of the application (including a re-consultation on amended plans received) are as follows:

No of individual responses:    Objecting: 11                      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
<b>Townscape</b>	
<ul style="list-style-type: none"> <li>• Overdevelopment of the site leading to overcrowding</li> <li>• Out of character with the area</li> <li>• Poor quality design</li> <li>• Blank wall facing Crystal Terrace is oppressive and inappropriate</li> </ul>	See paragraphs 8.11-8.22
<b>Neighbouring Amenity</b>	
<ul style="list-style-type: none"> <li>• Loss of light and overshadowing impact</li> <li>• Separation distances fail to conform to SDG SPD</li> </ul>	See paragraphs 8.32-8.42

<ul style="list-style-type: none"> <li>• Overlooking and loss of privacy</li> <li>• Increase noise and disturbance from additional residents</li> <li>• Potential damage to surrounding properties</li> </ul>	
<b>Highways and Refuse</b>	
<ul style="list-style-type: none"> <li>• Lack of parking provision (and visitor parking)</li> <li>• Highway safety concerns</li> <li>• Inaccessibility for HGVs/refuse collection</li> <li>• Inadequate fire tender access</li> </ul>	See paragraphs 8.43-8.52
<b>Environment</b>	
<ul style="list-style-type: none"> <li>• Contaminated land not suitable for development</li> <li>• Insufficient drainage capacity</li> <li>• Potential damage to trees</li> </ul>	See paragraphs 8.53-8.61
<b>Other Matters</b>	
<ul style="list-style-type: none"> <li>• Loss of a view</li> </ul>	Not a material planning consideration
<ul style="list-style-type: none"> <li>• Impact on house prices</li> </ul>	Not a material planning consideration
<ul style="list-style-type: none"> <li>• Concern over deliverability of housing by BXB</li> </ul>	Not a material planning consideration

6.3 Cllr Paul Scott (Planning Committee Vice-Chair at the time of the referral) referred the application to Planning Committee raising the following issues:

- Public scrutiny of applications made by the Council and its wholly owned subsidiary
- Openness and transparency during the Covid-19 crisis when stakeholders are likely to be distracted
- Potential to provide new homes in response to the housing crisis in accordance with National, Regional and Local Planning Policy

6.4 Cllr Stephen Mann (Ward Councillor) has refereed the application to Planning Committee on the following grounds:

- Overlooking
- Lack of Amenity
- Overdevelopment

## 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:

- Delivering a sufficient supply of homes
- Promoting sustainable transport;
- Achieving well designed places;

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
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 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
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 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

### 7.7 Emerging London Plan

7.8 Whilst the emerging New London Plan is a material consideration, the weight afforded is down to the decision maker linked to the stage a plan has reached in its development. The Plan appears to be close to adoption. The Mayor's Intend to Publish version of the New London Plan is currently with the Secretary of State and no response had been submitted to the Mayor from the Secretary of State. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.9 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger than the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.10 It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.11 The policies of most relevance to this application are as follows:

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design

- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public Realm
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy infrastructure
- SI5 Water infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.12 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 are as follows:

1. Principle of Development
2. Housing Mix
3. Townscape, Design and Visual Impact
4. Housing Quality for Future Occupiers
5. Residential Amenity for Neighbours
6. Parking and Highway Safety
7. Trees, Landscaping and Biodiversity
8. Flood Risk
9. Sustainability

- 10. Contamination
- 11. Other Planning Matters

### **Principle of Development**

- 8.2 The proposed development needs to be assessed against a backdrop of significant housing need, not only across Croydon but 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 LB 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 was an additional 44,149 new homes by 2036, but at the time, there was currently limited developable land available for residential development in the built up area and was considered 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.
- 8.3 The emerging New London Plan, which is moving towards adoption (although is the process of being further amended) proposed 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 in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.
- 8.4 The Croydon Suburban Design Guide (2019) was adopted last year, which set out how suburban intensification can realise high quality outcomes; 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.
- 8.5 The site is currently occupied as garaging which appears to be used more for domestic storage purposes rather than off street car parking (with the exception of two used for storage of vehicles within leaseholders residing 200m from the site) and notwithstanding residents' concerns over the loss of the current garages, there is no protection (in town planning terms) of domestic storage uses.
- 8.6 The application seeks to demolish the existing 21 garages on site and construct two-storey buildings comprising 6 dwellings within an area that is predominantly residential. As such, providing that the proposal accords with all other relevant material planning considerations, as set out below, the principle of development, in land use terms, is acceptable.

### **Housing Mix**

- 8.7 Policy SP2.7 of the CLP 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 DM1.2 of the CLP seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m<sup>2</sup>.

8.8 The site which comprises garages are not protected by Policy DM1.2 of the CLP but it is expected that schemes of this type meet the strategic target to which the proposal would provide 50% family sized units which is positive. The general mix (3x3 bed and 3x2 bed) would contribute positively towards much needed family accommodation in the Borough.

### **Townscape and Visual Impact**

8.9 Policy DM10.1 of the CLP 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; c) the appearance, existing materials and built and natural features of the surrounding area. Approaches to scale and mass are further outlined in the Suburban Design Guide.

8.10 It is acknowledged that the plot/curtilage is different to the typical residential setting of the area, which is uniform. The area was historically used for 'vehicular parking' but the garages have become sub-standard and not used for their principle purpose (except 2 garages). This is a common occurrence for many of these 'garage sites' across London and in particular Croydon. The proposed building would be proportionately integrated within the context by way of its 'rectangular' form at two storeys in height. The building would be offset from the rear boundary by 1.5m and to the front boundary (rear of Crystal Terrace properties) by 2m and well set in from the side boundaries with associated facilities such as parking and refuse storage.

8.11 The narrow setting of the existing site is noted, but the proposed site layout would effectively integrate without appearing overly cramped. Instead of one solid 'terraced' block, the design has cleverly broken the massing between each unit with private amenity space at first floor. Private amenity space will always be challenging on garage sites which is why each dwelling (by virtue of the offset) would have a ground floor courtyard and first floor (primary) amenity space. This is demonstrated in plan and elevation whereby the stepping of the building would effectively reduce the massing and ensure a proportionate layout.

8.12 3 parking spaces would be sited next to a cycle storage that would be attached to the building closest to unit 1. Refuse storage would be sited along the northern boundary and also adjacent to unit 6 where there are existing accesses into the site. The three points of access would be retained/improved and as such would be positive for permeability. The general layout has been well considered.

8.13 The site has a steep topography with a 5m difference from the Crystal Terrace highway to the rear of the site. The land levels work in favour in terms of scale and massing of the building which would be two-storey. Given the drop in land levels, the proposed building would read more as 1.5 storeys, as demonstrated in the below section drawing. Whilst the aspiration of DM10 is noted, in terms of minimum height of 3 storeys this is dependent on site circumstances and in light of the other material considerations and size of the site, the scale and massing proposed is considered to be appropriate, on balance. Anything higher would result in concerns regarding neighbouring amenity impact and lack of subordination.

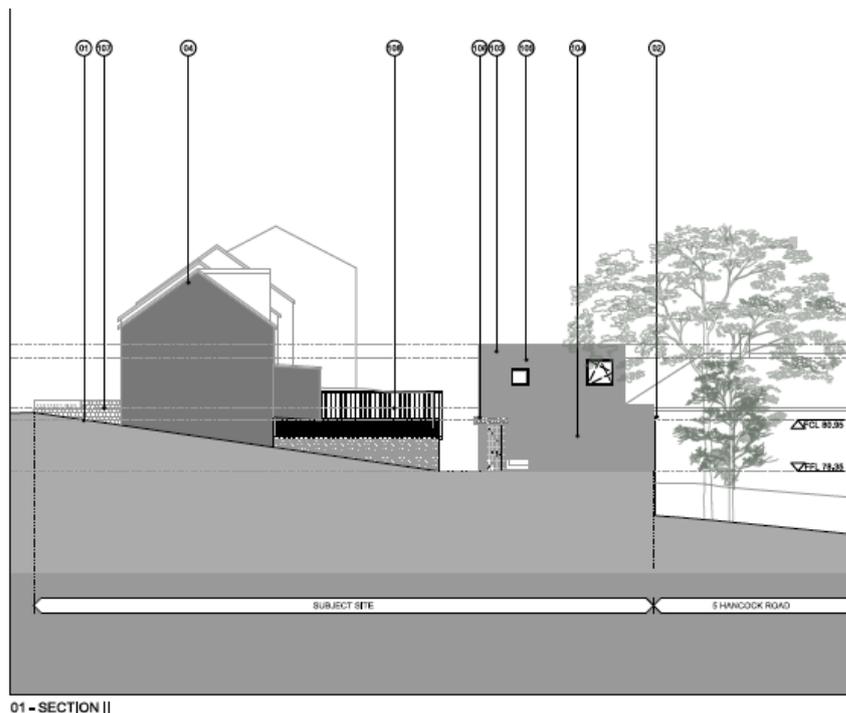


Figure 3: Side elevation of the proposed development (north elevation)

- 8.14 The closest properties to the proposed building would be those along Crystal Terrace which would be situated 8-9m away (building to building). Given the siting and overall scale proposed, the development would not appear excessive from the surrounding context. The building would be offset from the rear boundaries of the Hancock Road properties which will remove any concerns of a high brick wall along the rear boundary. The flat roof nature, whilst not characteristic, would be acceptable in this instance; as a backland site with limited visibility the scheme can be different (but still high quality) and it is important to consider a potential hipped/pitched roof would add further bulk. Therefore it is considered overall, that the form, proportion and appearance of the building and general site layout/scale/massing would be acceptable.
- 8.15 The building would have a fairly simple composition with clever use of inward facing courtyards and window placement/screens, with main walls finished in masonry cladding which will give a look of brickwork which is common in the area. It is proposed that the façade at first floor will be patterned masonry with perforated brickwork over the windows. The windows and doors will be finished in black aluminium framed glazing. The railings to the rear at first floor would be metal with part of the privacy screens finished in perforated brick. These materials are considered appropriate.
- 8.16 The majority of the site would be hardstanding but that is the nature of the existing site. Pockets of soft landscaping are proposed by the front doors of each house. Officers are of the view that the finer details of materials and landscaping are fundamental and therefore a pre-commencement condition will be attached.
- 8.17 The site has a suburban setting with a PTAL rating of 4 and as such, the London Plan indicates that the density levels ranges of 200-350 habitable rooms per hectare (hr/ha). It also advises that where there is an average of 2-3 habitable rooms per unit, a scheme should normally expect to achieve 70-130 units per hectare. Treating the combined living/kitchen/dining areas as a single habitable room, the proposed density of

development would equate to around 218 habitable rooms per hectare and 65 units per hectare, for the red line application site.

8.18 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of character and appearance. The design of these proposals is well considered and appropriately deals with the challenges of the site in a sensitive and innovative manner and suitably optimises the development potential of the site.

### Housing Quality for Future Occupiers

8.19 Policy SP2.8 of the CLP states that the Council will seek to ensure new homes will require all new homes to achieve the minimum standards set out in the Mayor of London Housing Supplementary Planning Guidance and National Technical Standards (2015) (NDSS (2015)). It would also ensure that all new homes designed for families meet minimum design and amenity standards. Table 3.3 of the LP sets out the minimum floor areas which should be provided for new housing. The minimum and proposed standards are set out in the below table:

<b>Dwelling – Two Storey</b>	<b>Unit Mix</b>	<b>Minimum GIA Required (sqm)</b>	<b>Proposed GIA (sqm)</b>	<b>Minimum Private Amenity Space Required (sqm)</b>	<b>Proposed Private Amenity Space (sqm)</b>
House 1	3 bed 4 persons	84	93	6	46
House 2	3 bed 4 persons	84	93	6	42
House 3	3 bed 4 persons	84	93	5	42
House 4	2 bed 3 persons	70	70	6	24
House 5	2 bed 4 persons	79	79	6	23
House 6	1 bed 2 persons	70	70	6	44

8.20 A one bedspace single bedroom must have a floor area of at least 7.5sqm and be at least 2.15m wide. A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sqm. It is important to note that houses 1-3 have been listed down as being ‘3b 5p’ although a room of each unit is less than 11.5sqm and as such treated as a ‘single bedroom.’ Regardless of the particular bedroom being double these particular units would still meet the minimum GIA of a ‘3b 5p’ unit over two storeys.

8.21 The proposed units would be dual/triple aspect with generous outlook, providing adequate levels of daylight/sunlight for future occupiers. Following the approach set in the London Plan (2016) to address the unique heat island effect of London and the distinct density, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is required so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space. This would be achieved.

8.22 Policies DM10.4 and DM10.5 of the CLP require all developments to provide functional and high quality private amenity space, with a minimum size of 5sqm for 1 or 2 person's units and an extra 1sqm per occupant thereafter. The individual buildings would be formed in an 'L-shape' with a courtyard of sufficient and useable size.

8.23 Policy 3.8 'Housing Choice' of the LP requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The site is challenging from an accessibility perspective; a ramp down from Crystal Terrace steeper than 1:12 and two stepped pedestrian accesses. Furthermore, given the land level changes the houses have been designed to have bedrooms at ground floor with living spaces at first floor. Consequently compliance with M4(2) and M4(3) would be very difficult without significant re-design. On balance, giving particular weight to the existing challenging topography that any scheme could not resolve, part M4(1) compliance is acceptable.

8.24 Any noise from outside would be mitigated through standard noise insulation measures and planning conditions have been recommended to ensure that external noise effects are minimised. The siting of some of the ground floor front (north-east) would be high level and secondary to the rooms.

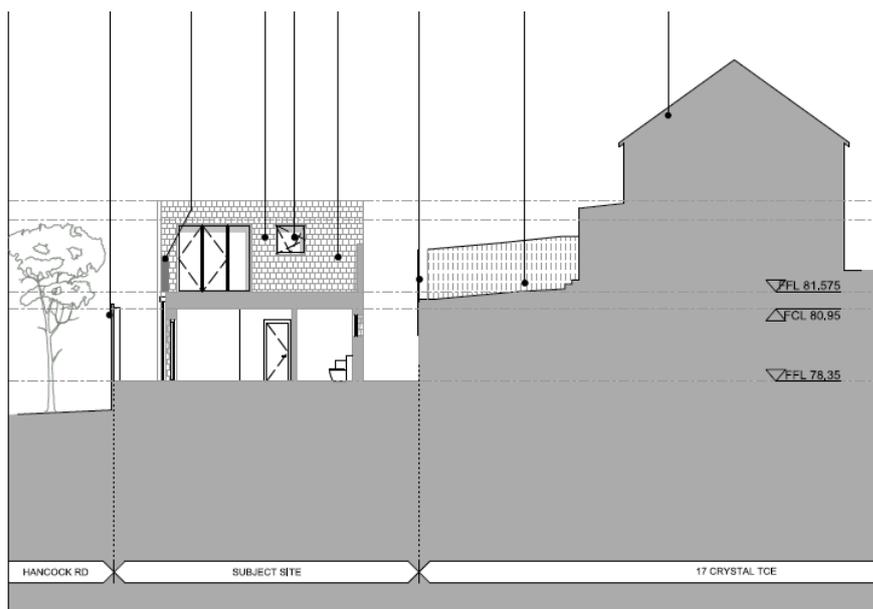


Figure 4: Central Section through the site showing relationship and gradient

8.25 The planning application was accompanied with a daylight and sunlight assessment which has demonstrated the levels of internal lighting for future occupiers of each dwelling. Given the orientation and proximity to the Crystal Terrace properties, the main 'habitable and primary' windows are sited to the south-western elevation (rear) facing Hancock Road. The results of the internal daylight assessment demonstrate that all rooms would meet the ADF targets for the particular room use and the NSL values are also very good. In terms of sunlight within the proposal, all rooms would meet the sunlight targets with the exception of five bedrooms which fall short of the winter sunlight target only. The BRE Guidelines state at paragraph 3.1.2 that sunlight is 'viewed as less important in bedrooms'. Given that the 'primary arrangement' of living/kitchen/dining would be sited at first floor, for the majority of the units, with the exception of unit 6, taking into account the importance of light to bedrooms, it is

considered that on balance, and in light of the constraints of the site, that the levels of outlook, ventilation and daylight/sunlight would be acceptable. Unit 5 and 6 would be wider as the site becomes narrower but would ensure a suitable level of accommodation. Whilst the rear gardens would fall short of the BRE Guidelines in terms of two hours of direct sunlight to at least 50% of the garden area on 21<sup>st</sup> March, this would be very challenging given orientation and it is very important that additional amenity is proposed at first floor which achieves well over the 50% target. Taken together, adequate levels of direct sunlight is proposed to the amenity spaces.

8.26 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of quality level of accommodation, subject to conditions.

### Residential Amenity for Neighbours

8.27 The site is situated centrally within the surrounding context with the Crystal Terrace properties to the front (north-east), Hancock Road properties to side and rear (south and west) as the road bends and partially to the side of Hermitage Road (north-west) although the rear boundaries of no.31 and 33 Crystal Terrace side onto the existing access drive.

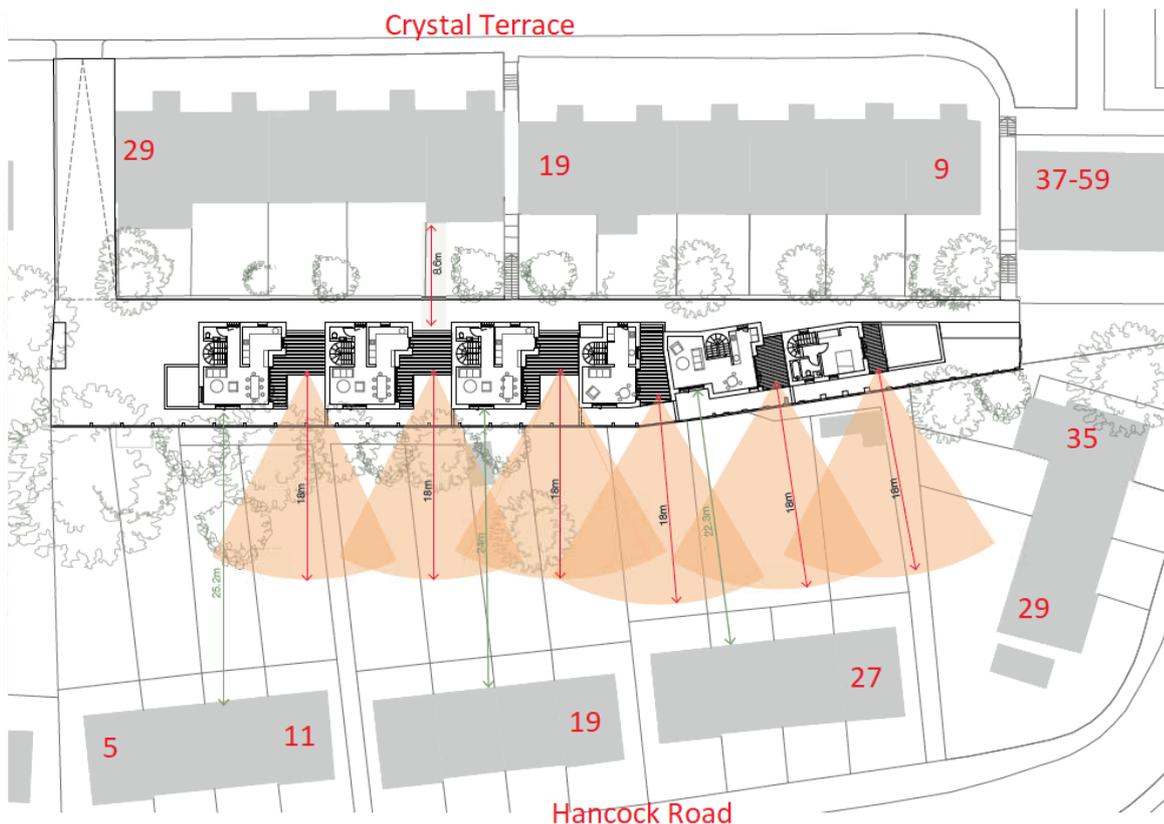


Figure 5: Development within context and relationship with surrounding properties

8.28 Land levels are complex across the site, dropping from the front access drive to the rear by 5m. The site is relatively flat from north to south but the Crystal Terrace highway rises from north to south by 3m (from no.9 to 29).

### Crystal Terrace Properties

8.29 Given the land levels, the proposed two-storey block would to an extent read as single storey as demonstrated within figures 3 and 4 to these occupiers. The separation distance (building to building) at its closest point would be 8m. Whilst this is considered to be relatively close to these properties, the massing of the building has been broken down, as per figure 5, in order to give a sense of relief. The reason for the massing being broken down, whilst ensuring an appropriate level of accommodation, is so that the outlook and daylight/sunlight impacts are reduced to these occupiers. The proposed terrace of the buildings would be located centrally; separating each of the dwellings helps break the massing and is set slightly lower than the overall ridge height. The design and access statement demonstrates that the distance and height of the proposed building would not impinge on a 25 degree line taken from the centre of the existing ground floor rear windows, so would be acceptable from a daylight and sunlight perspective.

8.30 In terms of overlooking, the first floor front windows would be high level and whilst serving habitable rooms, would be 'secondary' to the wider layout given the dual/triple aspect nature of the units. As such, concerns of overlooking and privacy would not be detrimental. There would be no reason to obscure these windows as they would be sited 1.7m above the floor level they would serve.

#### Hancock Road Properties

8.31 These properties, whilst situated lower than the host site and proposed building, would be sited 22-25m away from the rear elevation (building to building). This would comply with the SPD which requires a minimum of 18m separation distance. In terms of outlook, visual impact, loss of daylight/sunlight and overlooking, it is considered that the proposal would not be detrimental to those occupiers directly to the rear (no.5 – 27). Furthermore, the building would be set away from the rear boundary so the resulting nature of the development would not lead to a 'high' boundary/retaining wall. The mature trees, which are worthy of retention and long life, would further screen the scheme.

8.32 As mentioned before, the road bends towards the east which means no.29 and no.35, in particular the latter property is sited closer to the site. The relationship of unit 6 would be relatively close to no.35. There would be a building to building separation distance of 12m noting this property is sited slightly lower. As per figure 6, concerns were raised by officers in relation to the impact to these occupiers in regards to overlooking. Further clarity was sought which saw part of the balcony screen (highlighted in red) enlarged in width to prevent 'direct and perceived' overlooking. The levels of direct outlook for future occupiers would be within the radar as shown in orange which would allow the siting and extent of development to sit comfortably without being adversely harmful to the immediate occupiers of no.31-35 Hancock Road.



Figure 6: Unit 6 and relationship with no.35 Hancock Road

### Daylight and Sunlight Effects

- 8.33 A daylight/sunlight assessment has been submitted which confirms that all windows and rooms to 9-29 Crystal Terrace adhere to the numerical values set out in the BRE Guidelines. In terms of their gardens, each will comply by achieving at least two hours of direct sunlight to at 50% of the area on 21<sup>st</sup> March.
- 8.34 Given that the proposal is for a residential use in a residential area, the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site.
- 8.35 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of neighbouring amenity impact, subject to conditions. The proposal would not be detrimental to the amenities of the adjacent occupiers in regards to overlooking, overbearing impact, visual intrusion, outlook, loss of daylight/sunlight, noise/disturbance, light pollution and sense of enclosure.

### **Highway Safety, Access and Parking**

- 8.36 Unrestricted kerbside (half on pavement) parking is noted within the immediate context on both sides of the road. Crystal Palace Railway Station is located 1 mile from the subject site. Bus stops are situated along Anerley Road (0.3 miles) with access to surrounding towns. However, the Public Transport Accessibility Level (PTAL) is 4 which is good.

### Vehicular Parking

- 8.37 The LP sets out maximum car parking standards for residential developments based on Public Transport Accessibility Levels (PTAL) and local character. 1-2 bedroom units should provide less than 1 space per unit and 3 bedroom units should provide up to 1.5 spaces per unit. For the proposed scheme, the LP maximum requirement is 7.5 spaces. The Council's expectation on sites with a low PTAL (below 5 and 6) is that one parking space will be provided for each new home on the site. The scheme proposes 3 spaces and therefore would result in a shortfall of 3 spaces.

- 8.38 A Transport Statement (TS) has been submitted with the application. According to this, 16 of the garages are let and 5 are void. Of the 16 that are let, 4 garage leaseholders live within 200m of the site. Of those 4 garages, 2 were used for storing a motor vehicle. A parking survey in accordance with the Lambeth Methodology has been conducted. Officers challenged the original survey which concluded a parking stress level of 61% within the immediate context. Taking into account the displacement of 2 garages, the fact Hermitage Road did not have parking throughout on both sides and those committed developments in the area (with their overspill), the parking stress of the surrounding roads would be 84%, following a revision to the parking survey. The level of saturation considered by the Council is 85% and anything above would mean that the surrounding roads are at high capacity. The overspill and displacement of the proposal would not exceed the saturation level and as such, the level of impact to the highway and pedestrian network would be tolerable, on balance, subject to sustainable transport mitigation below.
- 8.39 The site has an existing 5m wide access drive with low level boundary walls adjacent to no.29 and 31 Crystal Terrace. This access drive is 26m long to the point of the existing garages. An 'L-shape' layout would be provided as a forecourt which would allow vehicles for the 3 spaces to manoeuvre satisfactorily in and out the site in forward gear which has been demonstrated within the swept path drawings.
- 8.40 Given the proposed intensification and the policy requirement for car clubs and EVCP, a financial contribution will be secure through legal agreement. The funding will go towards the development of car club provision in the Upper Norwood area to include contributions to the cost of a Traffic Management Order for an EV only bay, signing and lining, EVCP maintenance and membership (or equivalent free mileage) for each household at the development, for 3 years.

#### Cycle Parking

- 8.41 Cycle parking should be provided in accordance with Draft London Plan requirements which seek a minimum of 1.5 cycle parking spaces per 1 bed unit and 2 cycle parking spaces per 2 bed+ units. The proposed development would require a minimum of 9.5 cycle spaces, which should be incorporated within a store in the building. A cycle storage would be attached onto the side of unit 1 and as part of amendments to the scheme has been revised to provide sufficient capacity (not enlarged) with the size of the door increased to 1.2m in width. The entrance to the cycle storage would be appropriately sized and so would the access arrangements. The general siting and 'integrated' nature is supported although a pre-occupation condition will be attached ensuring final details.

#### Refuse/Recycling Storage

- 8.42 Extensive discussions between the applicants and Councils waste team have taken place. Further to this, the Councils Waste team have agreed to service the site, despite the siting of the stores and steepness of the gradient. Whilst a refuse truck would not enter the site, they would operate as existing along Crystal Terrace. Furthermore, the refuse storage sited adjacent to unit 6 would be collected by refuse operatives from Eagle Hill. The service management has been agreed by the Councils Waste Team and therefore is considered satisfactory. 10sqm of allocated bulky storage has been sited adjacent to the closest refuse storage to the access drive. Given that the storages would be external, and as such would have a design and character contribution, a pre-commencement condition requesting external materials and capacity will be attached.

8.43 A fire strategy has been submitted; access to the site by a fire tender would take place from Crystal Terrace given the gradient and lack of turning on site. A hydrant will be installed near the main entrance of the driveway and would be less than 90m away from the furthest unit. Whilst dealt with separately under Building Regulations, this arrangement is acceptable.

#### Other Highways Impacts

8.44 In order to ensure that the proposed development would not have any adverse impact on the highway network or on the surrounding residents, a Demolition, Construction Logistics and Environmental Management Plan will be required by pre-commencement condition. This should outline measures to minimise noise and dust impacts, and disruption to neighbours.

8.45 An informative will be attached as a S.278 with the highway authority might be required for the proposed crossover (including reinstatement of existing).

### **Trees, Landscaping and Ecology**

#### Trees and Landscaping

8.46 The site is predominantly hardsurfaced and contains no trees. An arboricultural report has been submitted which indicated several high value category B trees within the immediate boundaries. T1 within the side boundary of no. 31 Crystal Terrace and T10 within the side/rear garden on no.9 Crystal Terrace. There are also several high value trees within the rear of the Hancock Road properties. There is also one Category C tree (T2) within the side of no.31 and three trees (T9-group, T11 and T12). Whilst none of the trees would be removed, it is proposed to prune nearly 50% (parts overhanging the site) so that the development can be accommodated. The trees that would be most pruned would be those to the rear of the Hancock Road properties (T3, T5, T6, T7 and T8). In order to protect the health of these trees (none of which are protected by a TPO) especially with the siting of the proposed development, it is proposed to retain the existing wall running along the rear boundary. The suggested mitigation also includes ensuring piling rig does not foul on tree branches during construction, limit pruning to as specified and no substantial excavation is proposed. Tree protection measures such as protective fencing have been illustrated although full details have not been provided. The Tree Team consider the impact would be acceptable, subject to accordance with the tree protection strategy.

8.47 The proposed building would be broken down in its massing, with elements stepping inwards. This has allowed areas of planting to be proposed including along the rear boundary of no.9-29 Crystal Terrace. Whilst the scheme would not plant any trees, a balance must be struck in terms of the constraints of the site and the fact that there is no vegetation or planting currently. It is considered that the level of planting and landscaping proposed would be an overall improvement in regards to replacing the existing predominant hard surfaced area, whilst ensuring the development is softened. Indicative plans have been demonstrated and a pre-commencement condition requesting details of plant species; including planting density, locations and size of proposed new planting (including any planting on roof terraces), hardstanding and boundary treatment will be attached.

#### Ecology

8.48 A Preliminary Ecological Appraisal has not been submitted or requested given that the site is predominantly hardsurfaced and has been used for vehicular purposes and

domestic storage. It is important to note lighting and planting is proposed which would enhance and provide ecological benefits.

8.49 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting trees/landscaping subject to conditions.

### **Flood Risk**

8.50 The surrounding roads including no.9-29 Crystal Terrace fall within an area at risk from surface water flooding. A drainage strategy and FRA sets out the following to manage runoff from various parts of the site:

- Roofwater drains to a pipe network
- Hardstanding drains to permeable paving in the car park area
- Attenuation tank at upstream end of pipe network
- Hydrobrake flow control in pipe network
- Discharge to a Thames Water surface water sewer at 2L/s rate

8.51 Infiltration was ruled out due to site constraints based on the geotechnical site investigation. The Council's Local Lead Flood Authority (LLFA) have reviewed the submission and raised no objection to the drainage strategy, in principle. However, the details included within the submission do not provide adequate evidence for the design of the proposed strategy. As such, a pre-commencement condition will be attached.

### **Sustainability**

8.52 Policy SP6.3 of the CLP requires all new build residential development of fewer than 10 units to achieve the national technical standard for energy efficiency in new homes – set at a minimum of 19% CO2 reduction beyond Part L of the Building Regulations and requiring new build development to meet a minimum water efficiency standard of 110 litres/person/day. Consequently, it is recommended that planning conditions be imposed to ensure that the development achieves 110 litres water per head per day and a minimum of 19% CO2 reduction.

### **Contamination**

8.53 A Phase 1 Desk Survey Report and Ground Investigation by ASL has been submitted in relation to contaminated land matters which is acceptable in terms of the historical assessment of the site. It is recommended that a planning condition is imposed to require an intrusive site investigation and remediation works to be undertaken to render the site fit for purpose, given the potential for contamination from the previous use of the site for garages and potentially contaminative offsite uses nearby. The Council's Environmental assessors advised that given the contamination identified and the sensitivity of the proposal, it is recommended that a pre-commencement condition is attached requesting details of contamination, in relation to gas monitoring.

### **Other Matters**

8.54 The scheme would ensure the creation of a healthy community with access to open space, and promote cycling and walking.

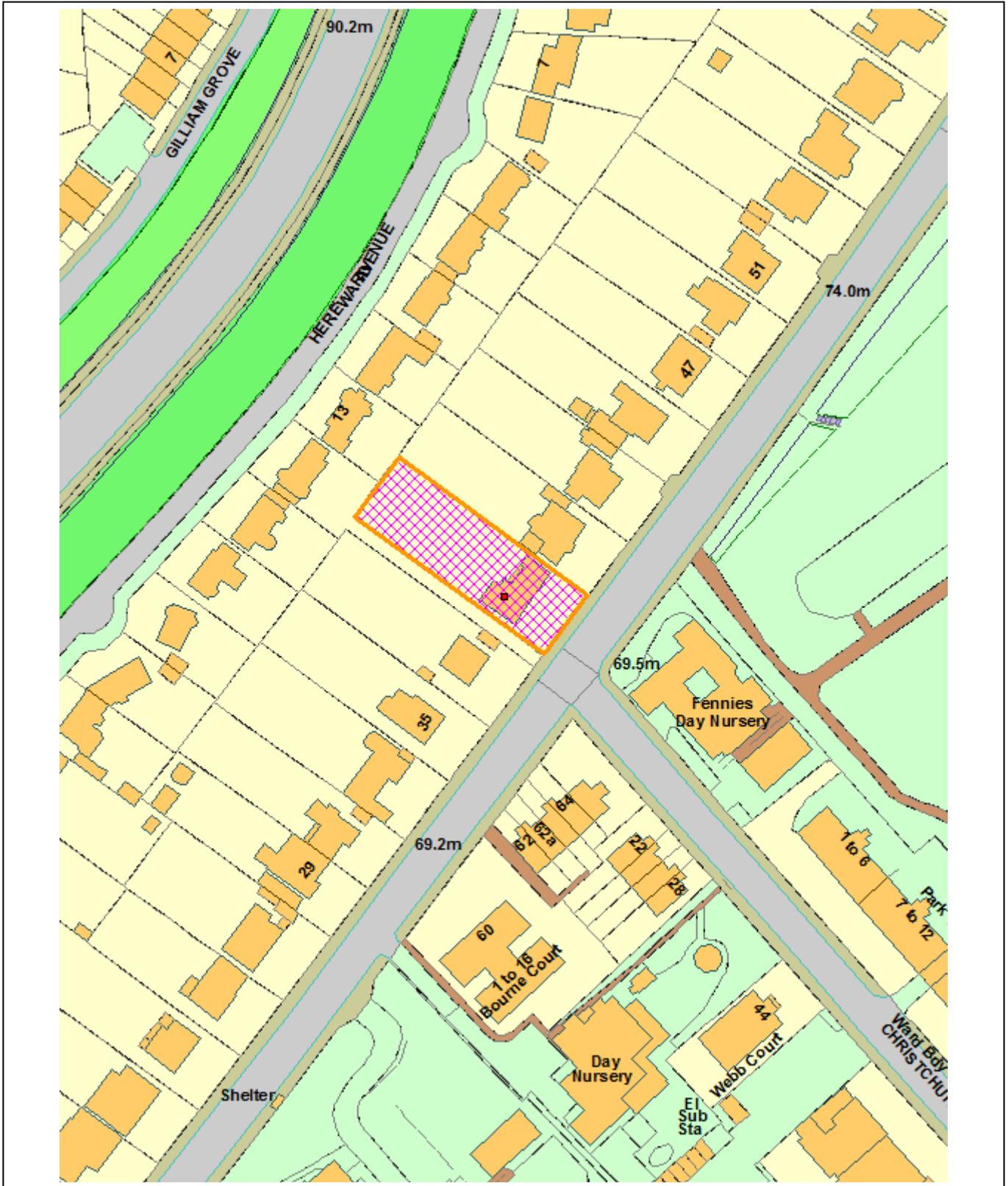
8.55 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the Borough.

### **Conclusions**

8.56 Whilst it is accepted that the scheme would result in the loss of existing garaging, there is no justification to retain such uses, especially in view of the need to deliver more homes.

8.57 The design of the proposal has been well considered in terms of layout, scale, mass and external appearance to optimise the site. The dwellings would all comply with internal space standards, would be dual aspect and would provide a good standard of accommodation overall. The impact of the development on immediate neighbours would be suitably mitigated and officers are satisfied that with the level of parking proposed and its highways impact, sustainable transport contribution towards the provision of a car club space the parking arrangements are acceptable.

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



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**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/02280/FUL  
 Location: 39 Pampisford Road, Purley, CR8 2NJ  
 Ward: Purley and Woodcote  
 Description: Demolition of existing dwelling, erection of a four storey building comprising of nine flats (1 x 1 bedroom, 5 x 2 bed, 3 x 3 bedroom flats) and provision of associated amenity space, four parking spaces, cycle and refuse store.  
 Drawing Nos: Job Number 6853 – 001 REV B, 002 REV B, 003 REV B, 004 REV B, 005, 006, UA/PP1 REV A, UA/LP1 REV B, UA/PP2 REV C, UA/LP3 REV B  
 Applicant: 39 Pampisford Road Limited  
 Agent: Highgate Planning and Development  
 Case Officer: Scott Schimanski

	1B2P	2B4P	3B5P	Total
<b>Existing</b>				1
<b>Proposed flats</b>	1	5	3	9

*All units are proposed for private sale*

Number of car parking spaces	Number of cycle parking spaces
4	18



*Image 1: Visualisation of Proposal*

1.1 This application is being reported to committee because of the number objections received are above the threshold in the Committee Consideration Criteria.

## **2.0 RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission subject to the completion of a S.106 Agreement to secure the following heads of terms:
- A financial contribution of £8,273.50 towards highway management measures and the delivery of sustainable transport initiatives including car club, EVCP, improved cycle infrastructure in and around Pampisford Road and neighbouring streets, the removal of access to CPZ permits for the residents of this development.
- 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. Tree protection measures (prior to commencement of development)
4. Details of site specific SuDS to be submitted prior to any above ground works
5. Details of external materials (prior to any above ground works)
6. Boundary treatment, retaining walls and maintenance (prior to above ground works).
7. Full details of cycle and bin stores (prior to occupation)
8. A light design scheme (prior to occupation)
9. Details of children's playspace (prior to occupation)
10. Details of future lift provision to access rear communal amenity space (prior to occupation)
11. 19% Carbon reduction (prior to occupation)
12. Construction Logistics Plan (in accordance with submitted document)
13. No additional windows in the flank elevations (Compliance)
14. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m (Compliance)
15. Hard and soft landscaping in accordance with approved landscape drawings (Compliance)
16. Accordance with mitigation and enhancement measures outlined in the submitted Ecological Survey (Compliance)
17. 110litre Water usage (Compliance)
18. 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.

### **3.0 PROPOSAL AND LOCATION DETAILS**

3.1 The proposal includes the following:

- Demolition of existing house and tree removal
- Erection of a four storey building with one floor within roof space to create 9 flats as 1 x 1 bed flat (2 person) and 5 x 2 bed flats (4 person) and 3 x 3 bed flats (5 person).
- Provision of communal external amenity space and children's play space with soft and hard landscaping
- Provision of associated refuse and cycle stores
- Provision of 4 on-site vehicle parking spaces

3.2 During the course of the application amended plans have been received which altered (reduced) the overall height of the building, changed the roof form and external location of balconies and doors and external materials. The amendments also resulted in changes to the internal layout of units however the quantum of units remained unchanged.

#### **Site and Surroundings**

3.3 The site is a regular shaped parcel of land located on the western side of Pampisford Road opposite the junction with Christchurch Road. The site is currently occupied by a single detached dwelling house and the land slopes moderately upwards towards the west (rear).

3.4 There are no specific local plan policy designations related to the site itself. Residential dwellings similar in size and appearance to the subject property are located to the north and south and also adjacent. The site has a PTAL of 5 which indicates good access to public transport.



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

### **Planning History**

- 3.5 20/00708/PRE - Proposed demolition of a two storey detached dwelling and erection of a residential flat building comprising of 9 units.
- 3.6 The following applications at nearby sites are also of relevance:
- 3.7 19/01886/FUL (37 Pampisford Road) – The demolition of the existing building and garage and erection of two storey building with accommodation in the roof space and single storey building with accommodation at the rear to provide a total of 8 units as well as associated refuse and cycle stores, landscaping, vehicular access and car parking.

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

- The principle of the development is acceptable given the residential character of the surrounding area.
- The scheme is of a high quality design, utilising the contemporary reinterpretation approach the appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- Any overspill in vehicle parking onto the surrounding streets created as a result of the development and subsequent impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions and S106.
- Loss of trees and other vegetation resulting from the development will be adequately mitigated through new planting and landscaping.
- 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 16 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: 29    Objecting: 29    Supporting: 0    Comment: 0

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

Objection	Officer comment
<i>Design and appearance</i>	
The proposal represents an overdevelopment (Density) of the site.	Acceptability of the quantum/scale of development on the site is discussed in Section 8.7 to 8.15 of this report.
The height would be out of character within the existing urban form of the street particularly with regards to the neighbouring properties	Addressed in Sections 8.7 to 8.15 of this report.
The siting of the building fails to respect the rhythm of buildings along this section of Pampisford Road.	Addressed in Sections 8.7 to 8.15 of this report.
The development will be out of character with the locality	Addressed in Sections 8.7 to 8.15 of this report.
<i>Impact on amenities of neighbouring properties</i>	
There will be a detrimental impact on the amenity of neighbouring properties in terms of privacy and outlook (overbearing).	Addressed in Sections 8.22 and 8.32 of this report.
Loss of Daylight and Sunlight	Addressed in Sections 8.22 and 8.32 of this report.
Extra noise and disturbance	This is a residential development and there is no evidence or reason to suggest

	that the proposal would result in extra noise or disturbance that is not associated with a residential area.
<i>Transport and parking</i>	
Inadequate parking provision	Addressed in Sections 8.33 to 8.41 of this report.
Impact upon Public Transport and road safety	Addressed in Sections 8.33 to 8.41 of this report.
Impact upon safety of other road uses (Pedestrians, cyclists etc)	Addressed in Sections 8.33 to 8.41 of this report.
<i>Amenities of future occupiers</i>	
Lack of both private amenity and communal amenity space for residents	Addressed in Sections 8.16 and 8.21 of this report.
Loss of a family dwelling	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. Additionally, the proposal would provide eight units (including three 3 bed unit) that would provide units suitable for families thereby contributing to the type of accommodation available for residents of the borough.
<i>Other matters</i>	
Extra pressure on local services and infrastructure	The application is CIL liable. Addressed in Section 8.51 of this report.
Increase the risk of flooding as a result of loss of green space.	Addressed in Section 8.50 of this report.
Overdevelopment of flats in the locality	Addressed in Section 8.2-8.6 of this report
Dwelling mix not suitable for the locality which needs family housing with gardens	Addressed in Section 8.4-8.6 of this report
Intensification of this scale is no longer required following the reduction in the London Plan housing targets for Croydon	Addressed in Section 8.2-8.6 of this report

Impact/loss upon existing trees, habitat and green vegetation (natural vegetation)	Addressed in Sections 8.45 and 8.48 of this report.
Loss of green space will impact upon wildlife	Addressed in Sections 8.45 and 8.48 of this report.
The density and close proximity of people will increase the likelihood for people catching COVID 19	Not a relevant planning consideration
Disturbance during construction	A condition will be imposed requiring compliance with the Construction Logistics Plan (Details in Section 8.44 of this report) to ensure construction noise is not harmful to local residents.

6.3 The following Councillor has made representations:

- Cllr Badsha Quadir objected to the proposal for the following reasons:
  - Loss of a family home which are becoming significantly fewer.
  - Originally for 7 flats which have been given consent for, but this is now much higher than 41 Pampisford Road.
  - Overdevelopment in the area.
  - There is not enough parking space for the allocated flats and therefore will overflow onto the roads, hence, putting further pressure on the already busy Christchurch Road junction, which during peak hours is even busier.
  - There will also be a case for road safety with overflowing vehicles.

## 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

#### 7.7 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The Mayor's Intend to Publish version of the New London Plan was submitted to the Secretary of State who has now issued a direction and one awaits to

hear how the London Mayor responds. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

- 7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.
- 7.9 It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.
- 7.10 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

- 8.1 The main planning issues raised by the application that the Planning Committee are required are as follows:
1. Principle of development
  2. Townscape and visual impact
  3. Housing quality for future occupiers
  4. Residential amenity for neighbours
  5. Access and parking
  6. 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 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 in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes Purley, 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, 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 130sqm. The existing building on site is a 3+ bedroom house with a floor area greater than 130sqm. All of the proposed units have floor spaces of less than 130sqm and three of the new units would comprise three bedrooms with a further 5 being 2 bedroom four person (small family sized) units.
- 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. The application proposes 3 x 3 bedroom (5 person) units and 5 x 2 bedroom (4 person) units (which are counted as family units for the first three years of the plan). Therefore there would be no loss of three bedroom units and the scheme makes a good contribution to the supply of family accommodation.

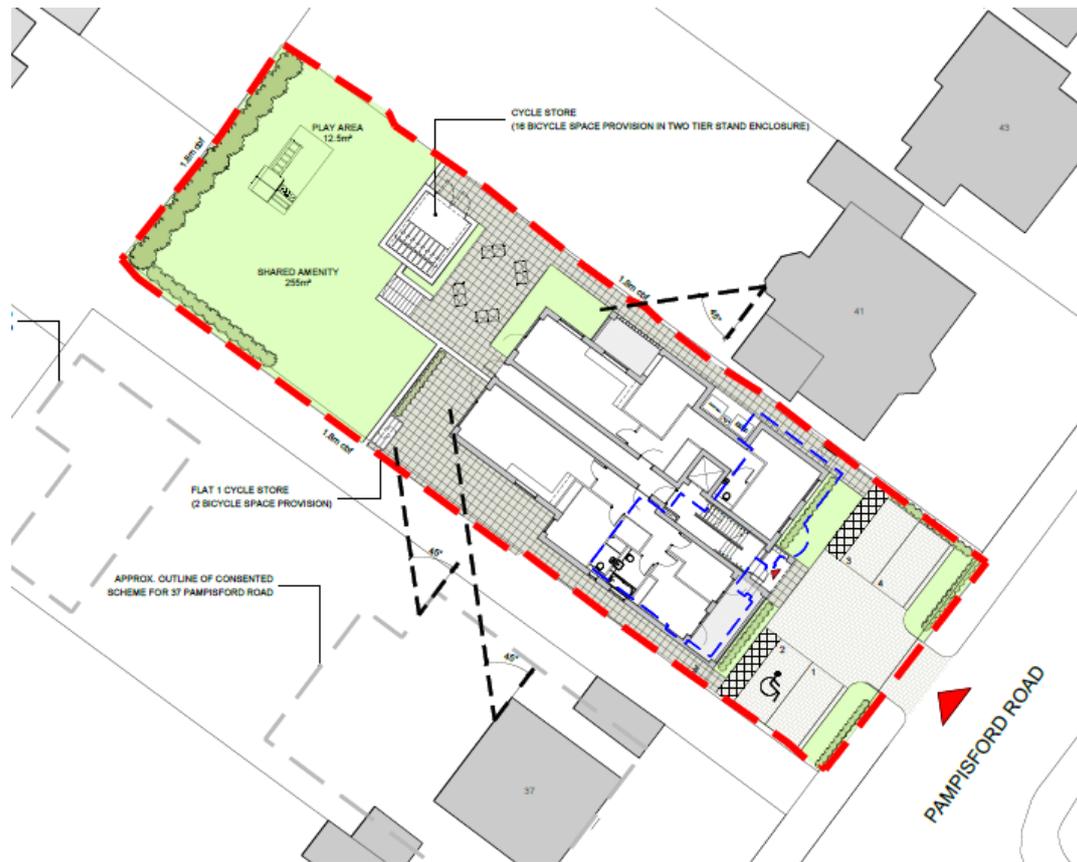


Image 3 – Site Layout and ground floor plan

### Visual Impact including townscape

8.7 As illustrated by accompanying photos, many dwellings in the street share similar roof forms with strong architectural features such as double height bay windows, sash windows, tiled hipped roofs with strong, deep pitched gable ends fronting the street. Almost all dwellings are two storey with prominent roof forms. Facing materials are generally brick of browns and reds with many properties being render of varying colours. Whilst the architectural character of surrounding properties varies somewhat,



their overall scale, setbacks and massing are fairly consistent. Because of this, any new development should be of a scale that both harmonises with its neighbours and uses materials that creates both interest in the street and respects the established urban fabric of the area.

8.8 The Suburban Design Guide (SDG) suggests appropriate ways of accommodating intensified development on sites depending on the character, height and type of surrounding buildings in the area. 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. Figure 2.10c (below) of the SDG illustrates the appropriate approach for redevelopment of sites within a two storey street scene in terms of height, scale and mass. Accommodation within roof spaces is encouraged.



*Image 4 – Extract from SDG (Figure 2.10c)*

8.9 The scheme subject to this application has been amended during the assessment process. With regards to the external appearance, the amendments have been significant and included reducing the overall height of the building and removing a gable and the right set of balconies fronting the street to create a more asymmetrical appearance.



*Image 5 - Original scheme*



*Image 6 - Revised scheme*

### *Height*

8.10 The building would have four habitable floors, with the fourth floor contained within the gable end and hipped roof form. As illustrated by *images 5, 6 and 7*, the revised scheme with its reduced height now sits more comfortably within the street scheme and accords with the suggested approach outlined within the SDG in terms of height (*refer to image 4*).



Original submission view from south on Pampisford Road



Revised proposal view from south on Pampisford Road

*Image 7: Proposed street views (original and revised)*

### *Mass and scale*

- 8.11 Although the building is a block of flats, in terms of mass and scale, the scheme has been designed to respect the proportions of surrounding buildings including the recently approved development (now under construction) at 37 Pampisford Road. The position of the building on the site (setbacks) would be similar with its neighbours, thereby maintaining consistency in the street in terms of separation. In terms of levels, the site slopes up from the street to the rear. Some minor excavation works are proposed to provide a level base for the building. This also results in minimising the apparent height of the building when compared to its neighbours. The roof form would incorporate the fourth floor thereby minimising the mass and therefore impact of a four storey building within the street. The result is a building that although taller would be consistent with its neighbours in terms of proportions thereby not drawing attention to it or dominating the streetscape. The scale and bulk of the building is consistent with the approach suggested within the SDG.



*Figure 8- Visual interpretation of front elevation*

8.12 The site has a urban setting with a PTAL rating of 5 and as such the London Plan indicates that the density levels ranges of 200 to 700 habitable rooms per hectare (hr/ha) are appropriate. With regards to unit numbers, where a scheme has between 2.7 and 3 habitable rooms per hectare, a range of 70-260 units per hectare is appropriate. The proposal would provide 264 hr/ha or 82 units per hectare and accords with the technical requirements of policy. Notwithstanding this, 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 such as local context, design and transport capacity. In this respect, although the density of the scheme is at the lower end and the site and is within close proximity to the Purley Town centre, the relatively suburban character of the site (modest scale of neighbouring residential properties) limits the opportunity for increased density on the site without resulting in impacts upon the amenity of neighbouring properties or having a negative impact upon the overall character of the area. The scheme must therefore balance the quantum or units (density) with minimising impacts upon neighbours and streetscape. As outlined above, the proposal would overall result in a development that would respect the pattern and rhythm of the neighbouring area and would not harm the appearance of the street scene. How the scheme protects the amenity of neighbours is discussed separately. On balance, density is considered appropriate for the site.

#### *Design and Materials*

8.13 The new building is conceived as a contemporary interpretation that is influenced by the varied housing stock that surrounds the site. Although the acceptability of a design is a subjective issues it is clear that the design has been developed to consider the context of the site, its surrounds and also be practical and efficient in layout. The submitted Design and Access Statement illustrates how the design responds to and interprets this context in both form and materiality of the proposal.



Revised design detailed elevation extract

The design responds to and interprets this context in both form and materiality of the proposal. The design picks up on the local vernacular such as the tiled hipped roof form and strong gable elements common in the street. With regards to materials, the scheme proposes red tiles for the roof, two tones of red brick, a darker hue for the primary frontage and a lighter one be used within the balcony recesses. The gable ends and balcony elements will be outlined in a mid-grey metal cladding. To emphasise the entry, a colourful surround that would protrude approximately 150mm from the brickwork has been introduced. The red colour of the brick work and tiles are consistent with many nearby buildings and is expected to ground the building into the surrounding urban fabric, with the grey detailing and colourful entry surround providing subtle interest within a somewhat non-descript street.

approximately 150mm from the brickwork has been introduced. The red colour of the brick work and tiles are consistent with many nearby buildings and is expected to ground the building into the surrounding urban fabric, with the grey detailing and colourful entry surround providing subtle interest within a somewhat non-descript street.

8.14 In terms of how the building overall relates to its setting and immediate neighbours, the buildings height, side setbacks and rear projections are all generally consistent. In terms of topography, although the works do involve some excavation towards the front, overall the site will continue to raise towards the rear thereby ensuring that the rear amenity area of the development is consistency in terms of levels with the rear gardens of neighbouring properties. With regards to the design of the rear of the building, the design continues the elevational treatment and roof forms presented to the street. The rear projection also maintains the three storey height with the fourth floor and associated balcony contained within the roof space. The design is considered appropriate as it creates a uniform appearance of the building when viewed from its neighbours and ensures the rear projection remains within the 45 degree lines. In this instance, the design of the building to the rear is considered appropriate for the locality.



Revised proposal view looking south-west

The rear projection also maintains the three storey height with the fourth floor and associated balcony contained within the roof space. The design is considered appropriate as it creates a uniform appearance of the building when viewed from its neighbours and ensures the rear projection remains within the 45 degree lines. In this instance, the design of the building to the rear is considered appropriate for the locality.

### *Conclusions on character, design and impacts upon townscape*

8.15 Officers are of the opinion that the contemporary approach and scale of the building together with the chosen materials results in a well-designed scheme that respects the character of the street and would contribute positively to the street scene and its neighbours. Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character and that the proposed building is considered a suitable replacement to the dwelling it would be replaced.

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

8.16 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all units are dual aspect. Overall, the proposed internal amenity space is considered to be of a high quality with logical floor plans, suitable floor to ceiling height of 2.6 metres and no overlooking impacts between units. With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional person. All units have private amenity spaces that meet or exceed the required standards.

8.17 In addition, to private amenity areas, the proposal also includes a generous communal garden at the rear of the site. This space will cover an area of 244m<sup>2</sup> and includes both areas of hard and soft landscaping allowing suitable space for sitting and general recreation. The area is accessed directly from the internal corridor that connects to the entry lobby and the lift/stair core of the building with secondary access



provided along the northern side of the building. In accordance with the London Plan, the development would also be required to provide 20.1m<sup>2</sup> of children's play space. Although a specific 12.5m<sup>2</sup> area for play space has been shown on the plans, the layout and size of the communal area as a whole provides adequate space to accommodate the required area for children's play space. Full details of this area will be secured by condition.

8.18 In terms of accessibility, the London Plan, Croydon Local Plan and draft London Plan require that at least 10% of homes are wheelchair accessible and that 90% of units have step-free access. The proposed scheme would provide step-free access into the

building, communal garden and refuse areas. A lift is also proposed to provide step free access to all units within the scheme. One unit is shown to be a wheelchair user dwelling (building regulations M4(3) compliant) with all remaining units being compliant with M4(2) building regulations. The upper area of communal space is not accessible except for by steps, and this contains the children's playspace. Access to this should be secured for those who need to use a lift. Officer therefore recommend a condition to ensure that the design and construction of the staircase is suitable to allow for one to be fitted in the future if required by a resident. Accessibility to all units, communal area and building facilities is considered appropriate.

- 8.19 More generally, the main access to the building is located centrally at the front of the building. The entry would provide direct access from the parking area and street frontage to the centrally located lift and also to an internal corridor that leads to the rear communal garden, children's play space and cycle store. Secondary access to the rear of the site is provided along the northern side of the site. To ensure that these access ways are appropriately lit and secure for future residents, a condition requiring details of external light would be included if consent was to be granted.
- 8.20 In terms of daylight and sunlight, the submitted daylight/sunlight report illustrates that in terms of ADF and NSL, 14 of the 15 rooms assessed are considered will fully comply with the BRE target values. The room that falls below the BRE guidelines in ADF and NSL terms is a bedroom which generally is considered less important in daylight terms as they are mainly occupied at night time. Notwithstanding this, daylight is only one of many factors considered when determining whether a development would have suitable amenity for future residents. In this instance, the shortfall in ADL and NSL should be weighed against the provision of outdoor amenity areas and the internal size and usability of the units. In this case, all units are of a good internal layout and are of a size that exceeds minimum standards. Further, all units have direct access to large balconies and also convenient access to a large and well-designed communal amenity area.
- 8.21 Overall, the development is considered to result in a high quality development including excellent provision of family accommodation, all with adequate amenities that would result in a scheme would provide a high standard of accommodation for future occupiers.

### **Residential Amenity for Neighbours**

- 8.22 The main properties that would be affected by the proposed development are 37 and 41 Pampisford Road. Given separation, orientation and topography between the site and properties to the rear and opposite, the proposed development is not expected to result in impacts to these properties in terms of privacy, outlook and daylight/sunlight. It is also noted that an access way to a property at the rear of the site is located between the site and 37 Pampisford Road to the south. This access is approximately 3 metres in width.

### 37 Pampisford Road

8.23 This property is located to the southern of the site and currently consists of a detached dwelling house. However, consent for a development consisting of one 3 storey residential building and a single storey building housing eight residential units has been granted on the site and works have recently commenced. As such, the developments impact will be assessed against the approved residential scheme and not the single dwelling house.

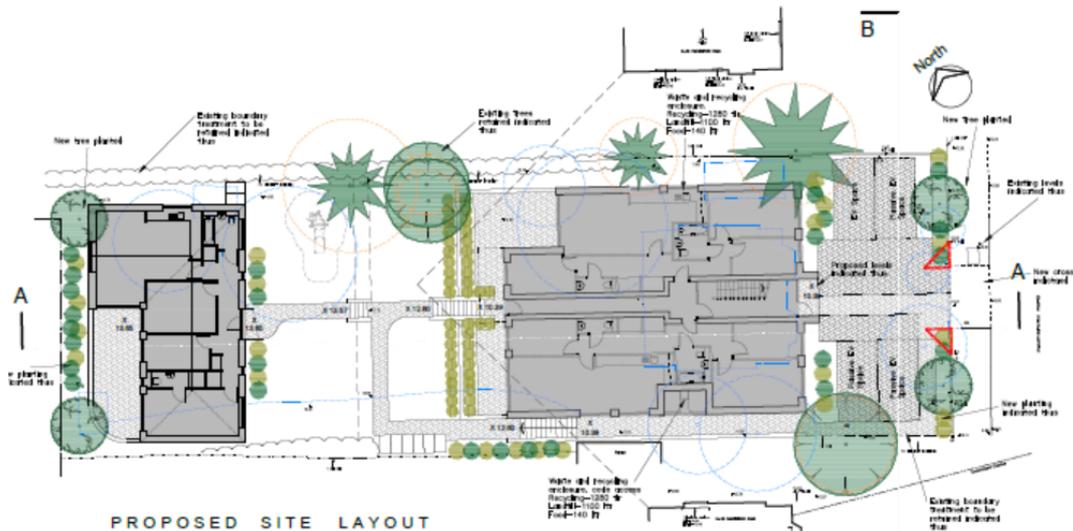


Image 9: Layout of approved scheme at 37 Pampisford Road.

8.24 In terms of daylight and sunlight, the submitted daylight/sunlight assessment concluded that with respect to VSC, 22 of the 26 windows tested fully comply with BRE guideline target values. The four windows that did not fully comply are to habitable rooms located on the flank wall facing the site. These windows service the kitchen element of combined kitchen/dining/living rooms in two units, of which both have a primary window/opening that faces to the rear (west) of the site. When assessed against NSL, all tested rooms fully comply with the BRE target values and will not experience a reduction. In terms of daylight and sunlight, the proposed development is not expected to have a detrimental impact upon the future amenity of occupants at this property.

8.25 In terms of outlook, and as illustrated by *image 10* below although the proposed scheme will project beyond the rear building line of 37, the development would not encroach to the 45 degree view line from rear facing windows both horizontally vertically.

8.26 In terms of privacy, the proposed development limits flank windows to non-habitat rooms with all primary windows facing either the rear or the street. With respect to the single storey dwelling approved within the rear garden of 37 Pampisford Road, this has been designed so all windows to habitable rooms are facing away from the subject

site. The only window that would be directly overlooked from windows of upper units of the proposed is to a bathroom and this window would be obscured.

8.27 Given the above and proposed separation between buildings officers are satisfied that the proposed development would have acceptable impact on the amenities of 37 Pampisford Road in terms of daylight/sunlight, outlook and privacy.



Image 10: proposed Plan highlighting compliance with the 45 degree line

### 41 Pampisford Road

8.28 This property is located to the north of the application site. It is a two storey detached dwelling. It is noted that neighbours raised concerns with the accuracy of the original daylight/sunlight report as it did not include two windows located on the flank wall of this property. Subsequently the report has been amended to include and assess the impact the development would have upon these and other windows.

8.29 In terms of daylight and sunlight the submitted report (as amended) indicates that 13 of the 16 tested windows of this property will fully comply with the BRE target values for VSC. The three windows that fall below the suggested BRE guidelines (W5, W8 and W9) are located on the southern flank wall of the property. W5 is a small secondary window located at first floor



level and serves a bedroom. The primary window for this room faces the rear of the site. W8 is a small first floor window and a nearby resident has advised that this window is to a bedroom. Window W9 is a large window that serves a living room of the property. This window is located beneath a polycarbonate sheet canopy structure and is a secondary window to the room with the primary window located on the rear (western) side. As this window is located below a canopy, the report concludes that the VSC would be hindered and as such have applied a transmittance value of 50%. Notwithstanding this, the VSC would still be below BRE target levels.

8.30 Although these three windows fall below VSC targets, W5 and W9 are secondary windows and W8 is likely to serve a bedroom. Because of this, the NSL results indicate that all seven rooms tested will fully comply with the BRE target values and as such these rooms are not expected to experience a noticeable reduction in light as a result of the development. It is noted that if W8 does serve a bedroom it has not been included within the NSL results, however as a bedroom the use of the room would mean it is less likely to require as much light as other rooms such as a living room or kitchen. In any case, it should be noted that the Suburban Design Guide indicates that limited protection should be given to side facing windows.

8.31 In terms of sunlight, only the south-facing living room within 41 Pampisford Road (W9) qualifies for the sunlight method of assessment. The results of the assessment indicate that this room will fully comply with the BRE target values and will maintain very good levels of sunlight once the development has been completed.

8.32 In terms of outlook, the proposed building does not encroach over a 45 degree angle from the rear windows of this property either horizontally or vertically. Therefore the proposal is not expected to be unduly overbearing or cause an unacceptable loss of outlook from the rear elevation. As with 37 Pampisford Road, the orientation and layout of windows and balconies (including privacy screens) within the proposed scheme is not expected to result in any direct overlooking of windows to this property.

### **Parking and access**

8.33 The site has a PTAL rating of 5 which means that it has good access to public transport links. The site is located within 5 minute walk of Purley town centre and within 10 min walk of Purley station and is also located adjacent to a CPZ which is operational between 9am-5pm Monday to Saturday. The nearest bus stops are 110 metres north

and 240 metres south of the site and are served by two bus routes. A further eight more bus routes are available within a 5 minute walk of the site.

- 8.34 The adopted London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. For a site with a PTAL of 5, there should be up to 1.5 space per unit for family units. As these are maximum parking standards, a lower provision can be accepted if overspill does not place unacceptable pressure on on-street parking within the surrounding road network. In addition, adequate parking spaces for disabled people must be provided on-site.
- 8.35 Census data (Purley Ward Level) suggests that 0.65 of small units and 0.8 of larger units own a car. The applicant's transport consultant has used this data to predict (based on this Census analysis) that the proposed development would be expected to generate demand for 6 car parking spaces. However, given the age of Census data (2011) and the likely increase in car ownership in the area, the consultant has adjusted this figure by 15% thereby expecting a realistic parking demand of 7 spaces. Notwithstanding this, the site is located within close proximity to the Purley town centre with high PTAL (5). Based on this, CLP Policy SP8.15 supports parking free developments in such locations to encourage more sustainable modes of travel. In this instance, policy would look favourably at reduced on-site parking numbers.
- 8.36 The proposal includes four on-site parking spaces (57% of demand) within a designated parking area accessed from Pampisford Road. These spaces include a disabled parking space. To assess the impact of the development on on-street parking, the applicant's transport consultant carried out a car parking beat survey (utilising the Lambeth Methodology) to determine the level of on street car parking capacity and whether the likely car parking demand could be suitably accommodated in neighbouring streets (within 200 metres of the application site). Both night time and daytime surveys were carried out.
- 8.37 The survey considered the impact of an overspill of three spaces resulting from expected vehicle numbers. The survey indicated that there are on average 43 on-street parking spaces within 200 metres walking distance from the site. Out of these 43 spaces, on average 29 spaces were occupied and therefore 14 spaces were unoccupied during study period. An overspill of three cars onto the surrounding street network as a result of the proposed development would lead to a parking stress of 74%. Given that the parking stress would be maintained below Council's 85% maximum permitted parking stress limit, it is considered that the parking impact of the proposed development on the local road network would be acceptable. In terms of cumulative impact created by other nearby consented schemes within the catchment, an additional overspill of one car is likely to result from the neighbouring development at 37 Pampisford Road. Other developments within the catchment are not expected to result in any overspill. This would bring parking stress to 78% which is still below the maximum permitted parking stress limit. On balance, given the high PTAL of the area, the level of parking is considered acceptable.
- 8.38 In terms of parking layout and design, all spaces will be capable of providing Electric Vehicle Charging Points (EVCP) which a single space (25%) will be provided with an

active charging facility. This accords with the London Plan requirement of 20% provision.

- 8.39 Each parking bays will be 2.4 metres wide and 4.8 metres long, with the disabled bay having a 1.2 metres wide access strip along its side. A six metres aisle width between the rows of car parking provides area for cars to access the spaces and to enter/exit the site in forward gear. In addition, the parking area allows for a 1.5/1.5 pedestrian visibility splay. Officers are of the view that the layout of the parking area and access to the street is adequate and not likely to result in any adverse traffic conflicts between highway users.
- 8.40 To mitigate the impacts of the likely overspill of parking from the development onto the surrounding street network, officers are of the view that a contribution towards sustainable transport improvements is required. The contribution (via a legal agreement) would provide funding towards the provision of a Car Club space, extension of CPZ including changes to highway restrictions up to Wyvern Road, monies towards EVCP and funds towards improvement the cycle network in the area. In addition to discourage car ownership, the removal of access to CPZ permits for the residents of this development is also suggested. The applicant has agreed to a financial payment contribution of £8,237.50 for these mitigation measures.
- 8.41 Overall, officers are satisfied that with the mitigation measures identified (including contributions), the car parking implications of the development are acceptable.

#### *Cycle Storage*

- 8.42 A cycle storage area with space for 16 bicycles would be provided to the rear of the site. Level access to and from the store would be via a 1.2 metre pathway located along the northern side of the site. A further 2 cycle spaces are also proposed within the private amenity area for unit 1. The total number of cycle spaces is 18 which exceeds the London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units – Table 6.3). The plans illustrate that the cycle storage area is accessible for easy use of all residents and would not result in any adverse impacts upon residents in terms of noise and disturbance. Full details of the appearance of this structure would be require by condition. The cycle store and access is considered acceptable.

#### *Refuse Storage*

- 8.43 Refuse storage is integrated into the northern side of the building adjacent to the access path to the rear communal area. The drag distance to the highway for operatives is within the 20m limit and accords with policy. Overall, in terms of location, the refuse storage is a position convenient for all residents and would not result in unacceptable impacts upon on future residents in terms of location near windows and private amenity space. The plans demonstrate that the size of the structure is adequate to accommodate bins required. An area for bulky waste would be provided to the front of the building. Full details of its appearance and landscaping would be required by condition.

#### *Construction logistics Plan*

- 8.44 As part of the submission, the applicant has submitted a comprehensive Construction Logistic Plan. This document has been access by Council's Highway's and Environmental Health teams and is considered appropriate to adequate mitigate

impacts resulting from construction of the development. To ensure that details are adhered to, a condition requiring compliance with the mitigation measures outlined within this document will be included on any consent issued for the works.

### **Trees, landscaping and ecology**

- 8.45 There are a number of mature trees to both the front and rear of the site, however these are not protected by a TPO. Notwithstanding this, a tree survey was submitted as part of the application. The report assessed the impact of the development upon 15 trees located within and close to the site. The proposed development will require the removal of seven trees, five category C trees of low quality and two category B trees of moderate quality. In addition to this, there will also be some impact upon the root protection areas of four of the off-site trees (located adjacent to the boundary with 41 Pampisford Road). The trees to be removed include three Category C Lawson Cypress located along the front boundary and two Category B Lawson Cypress, one Category C Lawson Cypress and a Category C Holly located centrally on the site behind the existing dwelling. In order to facilitate the development, all of these trees must be removed.
- 8.46 To mitigate the loss of trees, the development includes the planting of six new trees which together with the retention of three mature apple trees at the rear of the site form part of a comprehensive landscape plan that would enhance biodiversity on the site. The submitted arborist report concluded that subject to the implementation of the landscape plan (to be conditioned), the scheme will enhance both the biodiversity and visual amenity of the site.
- 8.47 On balance, although it is unfortunate that seven trees are to be removed they are not protected (TPO) trees and it is considered that their loss is adequately mitigated by the comprehensive landscaping plan including the replacement of trees (and root protection measures) together which is expected to enhance the biodiversity of the site. The loss of trees on the site is considered acceptable in this instance. Given the detail provided at the application stage, the landscaping plan accords with the requirements of CLP Policy DM10.8 and will form part of the approved drawings if consent is granted for the scheme. No further landscaping details are required.
- 8.48 Ecology – The existing house would be demolished and the existing rear garden and vegetation will be impacted by the development. The applicant has provided an Ecological statement which concluded that there was some potential for roosting bats given some damage to the roof of the existing building. A detailed bat survey and report were undertaken which concluded that there was low probability of roosting bats. The reports were reviewed by the Council's Ecological consultant. The consultant has no objection to the proposal subject to securing biodiversity mitigation and measurement by condition. These conditions are recommended to be attached to any permission granted.

### **Environment and sustainability**

- 8.49 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.50 The site is located in an area with low probability of flooding from all sources. A Flood Risk Assessment and preliminary SUDS/Drainage Report (FRA) has been submitted

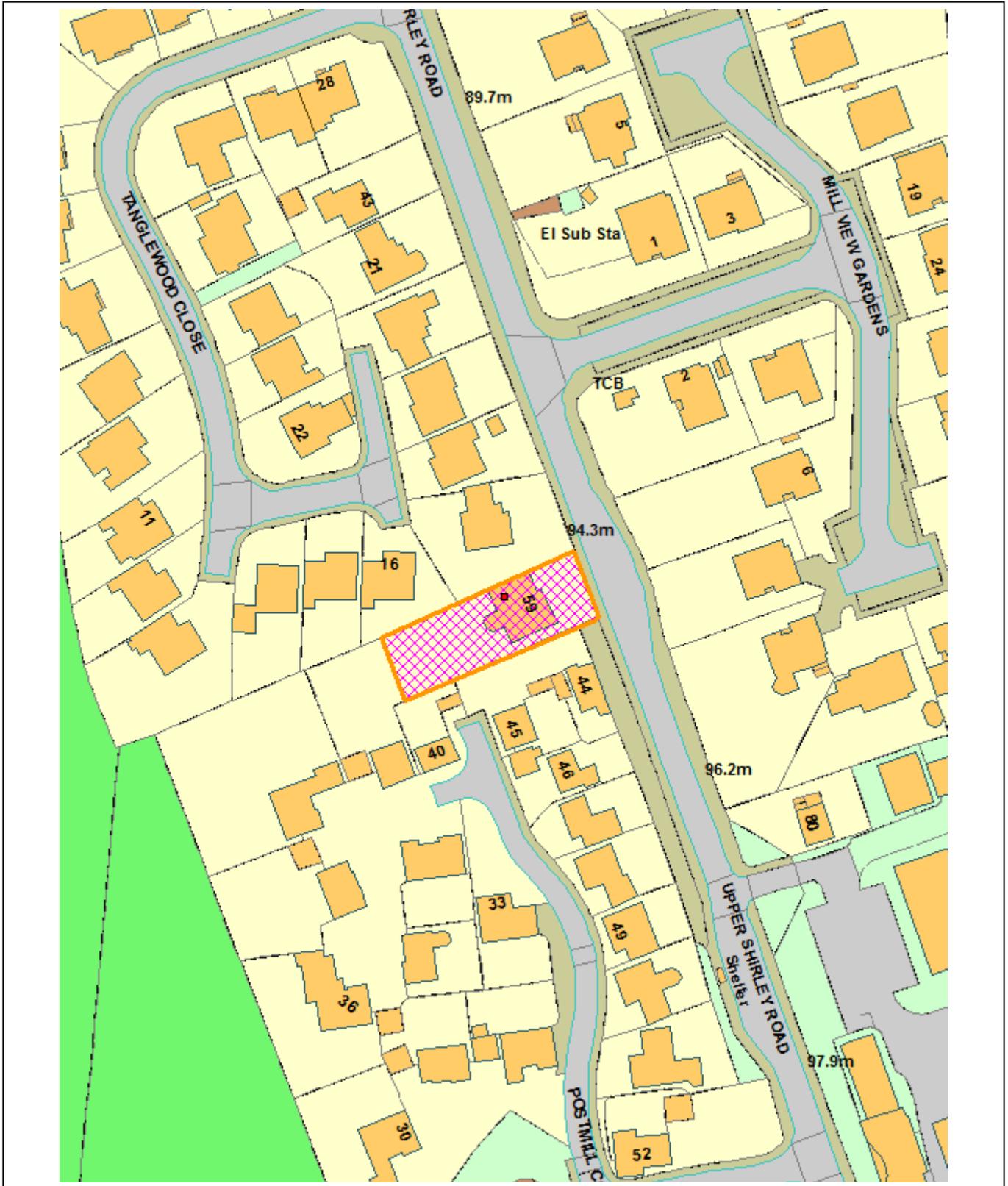
as part of the application which outlines the risks of flooding at the site and drainage mitigation measures. The assessment concluded that the proposed development would not increase the risk of flooding to the site or surrounding areas in accordance with the provisions of relevant national and local planning policies. To mitigate runoff from the site, SuDS techniques including soakaways, rainwater harvesting (water butts), bio-retention planting, rain gardens and the use of permeable paving will be used. A condition requiring site specific SuDS measures would be imposed on any planning permission granted.

### **Other matters**

- 8.51 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**

- 8.52 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a contemporary reinterpretation of the traditional dwellings found in the area. The development generally accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would have no harmful impact on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on the highway network and a contribution towards sustainable transport measures will be secured by legal agreement. The proposal is considered to be in accordance with the relevant policies.
- 8.53 All other relevant policies and considerations, including equalities, have been taken into account.



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**1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 20/03291/FUL  
 Location: 59 Upper Shirley Road, Croydon CR0 5HE  
 Ward: Shirley South  
 Description: Erection of a two storey building with accommodation at both basement and roof levels to provide a total of 9 residential units with 6 car parking spaces and associated cycle parking, refuse storage, outdoor amenity space and landscaping.  
 Drawing Nos: 3334/L/02, 3334/P/41, 3334/P/42 REV B, 3334/P/43 REV B, 3334/P/44 REV B, 3334/P/45 REV B, 3334/P/46 REV B, 3334/P/47 REV A, 3334/P/48 REV A, 3334/P/49 REV A, 3334/P/50 REV A, 3334/P/51 REV A, 3334/P/52 REV A, 3334/P/53 REV A,  
 Applicant: Shirley Road Limited  
 Agent: Proun Architects  
 Case Officer: Scott Schimanski

	1B2P	2B3P	2B4P	3B4P	Total
<b>Existing</b>				1	1
<b>Proposed flats</b>	2	3	1	3	9

*All units are proposed for private sale*

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



*Image 1: CGI of Proposal*

- 1.1 This application is being reported to committee because of the number objections received are above the threshold in the Committee Consideration Criteria.

## **2.0 RECOMMENDATION**

- 2.1 That the Committee resolve to GRANT planning permission subject to the completion of a Legal Agreement (S106 or Unilateral Undertaking) to secure the following:

- A financial contribution of £3,737.50 towards highway management measures and the delivery of sustainable transport initiatives including car club, EVCP, improved cycle infrastructure in and around Pampisford Road and neighbouring streets.

- 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. Tree protection measures (prior to commencement of development)
4. Details of site specific SuDS to be submitted prior to any above ground works
5. Details of external materials (prior to any above ground works)
6. Details of soft and hard landscaping including children's play space, boundary treatment, retaining walls, access way (including speed bumps) and maintenance (prior to above ground works).
7. Full details of cycle and bin stores (prior to occupation)
8. A light design scheme (prior to occupation)
9. 19% Carbon reduction (prior to occupation)
10. Construction Logistics Plan (in accordance with submitted document)
11. No additional windows in the flank elevations (Compliance)
12. Obscure glazing to windows in flank elevations at first and second floor if below 1.7m (Compliance)
13. 110litre Water usage (Compliance)
14. 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.

### 3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of a two storey building with habitable floor space within the roof and also a basement level to create 9 residential units including 2 x 1 bed flat (2 person) and 1 x 2 bed flat (4 person), 3 x 2 bed flats (3 person) and 3 x 3 bed flats (4 person).
- The ground floor and lower ground floor units are duplex units, spread across both floors, in a similar layout to a previously approved scheme
- Provision of communal external amenity space and children's play space
- Provision of associated refuse and cycle stores
- Provision of 6 on-site vehicle parking spaces

3.2 It is important to note that this application follows the refusal of planning application 20/01890/FUL which proposed the same development as the one currently proposed. The application was refused for two reasons, the first being inadequate refuse storage facilities and the second reason related to potential parking stress on the local highway network. How the current scheme overcome these reasons has been discussed in the body of this report.

#### Site and Surroundings

3.3 The site is a regular shaped parcel of land located on the western side of Upper Shirley. The site is currently vacant as works have commence for the construction of a previously consented scheme for the erection of a residential building containing seven dwellings. The site was previously occupied by a single detached dwelling house and the land slopes moderately upwards from the street towards the west (rear).

3.4 There are no specific local plan policy designations related to the site itself. Residential dwellings similar in size and appearance to the subject property are located to the north and south and also adjacent. Coloma Convent Girls School is to the south east of the site. The site is located within Flood Zone 1, has a PTAL of 2 which indicates poor access to public transport and Upper Shirley Road is a London Distributor Road.



Image 2: Map highlighting the proposed site within the surrounding area

## Planning History

- 3.5 17/03889/FUL - Planning permission granted 8th December 2017 for Demolition of existing building and erection of two storey building with part basement and accommodation in roof space comprising of 1 x 1 bedroom, 5 x 2 bedroom and 1 x 3 bedroom flats. Formation of 7 car parking spaces, cycle and refuse stores.
- 3.6 19/01689/CONR - Planning permission granted 3rd July 2019 for Variation of condition 1 for permission 17/03889/FUL to change plans and description to - Demolition of existing building and erection of two storey building with accommodation in roof space comprising of 1 x 1 bedroom, 5 x 2 bedroom and 1 x 3 bedroom flats. Formation of 7 car parking spaces, cycle and refuse stores. Demolition works of the dwelling have occurred and this consent has been enacted.
- 3.7 20/01890/FUL - Application for planning permission refused 26th June 2020 for Demolition of existing dwelling and erection of a two storey building with accommodation in the roof space and basement level to provide 9 units with 6 car parking spaces, and associated cycle parking, refuse storage, amenity space and landscaping.

The reasons for refusal were:

- *The development would not provide adequate refuse storage facilities in accordance with DM13 of the Croydon Local Plan (2018) and potential overspill would be detrimental to the visual amenity of the streetscene contrary to DM10 of the Croydon Local Plan.*
  - *The proposal would result in a detrimental impact on the highways network by reason of increased stress on on-street parking contrary to DM29 and DM30 of the Croydon Local Plan and Policy 6.3 of the Croydon Local Plan (2018).*
- 3.8 20/01891/FUL - Application for planning permission refused 26th June 2020 for Demolition of existing dwelling and erection of a two storey building with accommodation in the roof space and basement level to provide 9 units with 9 car parking spaces, and associated cycle parking, refuse storage, amenity space and landscaping (20/01891/FUL). This proposed the same development as application reference 20/01890/FUL, but with 9 car spaces and no play space. The reasons for refusal were inadequate refuse storage and lack of play space.

## 4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The appearance of the development is appropriate, respecting the character of the surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.

- Any overspill in vehicle parking onto the surrounding streets created as a result of the development and subsequent impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions and S106.
- Loss of trees and other vegetation resulting from the development will be adequately mitigated through new planting and landscaping.
- 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 27 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: 27    Objecting: 29    Supporting: 0    Comment: 0

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

Objection	Officer comment
<i>Design and appearance</i>	
The proposal represents an overdevelopment of the site. Density is too high.	Acceptability of the quantum/scale of development on the site is discussed in Section 8.7 to 8.15 of this report.
The development by reason of its proposed height, bulk and mass would be out of character within the street	Addressed in Sections 8.7 to 8.15 of this report.
<i>Impact on amenities of neighbouring properties</i>	
There will be a detrimental impact on the amenity of neighbouring properties in terms of privacy and outlook	Addressed in Sections 8.23 and 8.25 of this report.
Loss of Daylight and Sunlight	Addressed in Sections 8.23 and 8.25 of this report.
Increase in air pollution	

Extra noise and disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra noise or disturbance that is not associated with a residential area.
<i>Transport and parking</i>	
Inadequate parking provision creating pressure on limited on-street parking	Addressed in Sections 8.26 to 8.31 of this report.
Poor parking layout	Parking layout accords with policy
Parking Survey does not consider traffic movements during the day, particularly at school drop off time.	
Impact upon Public Transport and road safety	Addressed in Sections 8.26 to 8.31 of this report.
Additional on-site parking will make it difficult for emergency services and waste collectors to access the surrounding road network	
Impact upon safety of other road uses (Pedestrians – School children)	Addressed in Sections 8.26 to 8.31 of this report.
<i>Amenities of future occupiers</i>	
Lack of amenity space for residents	Addressed in Sections 8.15 and 8.22 of this report.
Poor standard of accommodation for future residents – poor level of daylight	
<i>Other matters</i>	
Impact/loss upon existing trees, habitat and green vegetation (natural vegetation)	Addressed in Sections 8.34 and 8.35 of this report.

## 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

7.7 Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The Mayor's Intend to Publish version of the New London Plan was submitted to the Secretary of State who has now issued a direction and one awaits to hear how the London Mayor responds. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Therefore, the New London Plan's weight has increased following on from the publication of the Panel Report and the London Mayor's publication of the Intend to Publish New London Plan. The Planning Inspectors' Panel Report accepted the need for London to deliver 66,000 new homes per annum (significantly higher than existing adopted targets), but questioned the London Plan's ability to deliver the level of housing predicted on "small sites" with insufficient evidence having been presented to the Examination to give confidence that the targets were realistic and/or achievable. This conclusion resulted in the Panel Report recommending a reduction in London's and Croydon's "small sites" target.

7.8 The Mayor in his Intend to Publish New London Plan has accepted the reduced Croydon's overall 10 year net housing figures from 29,490 to 20,790 homes, with the "small sites" reduced from 15,110 to 6,470 homes. Crucially, the lower windfall housing target for Croydon (641 homes a year) is not dissimilar to but slightly larger the current adopted 2018 Croydon Local Plan target of 592 homes on windfall sites each year.

7.9 It is important to note, should the Secretary of State support the Intend to Publish New London Plan, that the overall housing target in the New London Plan would be 2,079 new homes per annum (2019 – 2029) compared with 1,645 in the Croydon Local Plan 2018. Therefore, even with the possible reduction in the overall New London Plan housing targets, assuming it is adopted, Croydon will be required to deliver more new homes than our current Croydon Local Plan 2018 and current London Plan (incorporating alterations 2016) targets.

7.10 For clarity, the Croydon Local Plan 2018, current London Plan (incorporating alterations 2016) and South London Waste Plan 2012 remain the primary consideration when determining planning applications.

## **8.0 MATERIAL PLANNING CONSIDERATIONS**

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. 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 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 in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

8.3 This presumption includes this part of 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, 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. Furthermore, the planning history shows that similar schemes have been successfully accommodated on site.

- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130sqm. The original building on site was a 3 bedroom house with a floor area of approximately 193sqm. All of the proposed units have floor spaces of less than 130sqm and three of the new units would comprise three bedrooms with a further 1 being 2 bedroom four person (small family sized) units. 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 2 x 1 bedroom (2 person), 3 x 2 bed (3 person), 1 x 2 bed (4 person) and 3 x 3 bedroom (4 person) units. Overall, the proposal will enhance the amount of family accommodation of three or more bedrooms, and at 33% provides slightly more than the 30% target. When considering the additional two bedroom (4 person) unit as currently allowed by the CLP, 44% of units proposed would be considered family sized. As the scheme would not result in the net loss of family sized accommodation on the site and would contribute positively towards the Council's goal of achieving a strategic target of 30% three bedroom plus homes, the proposed unit mix is considered appropriate in this instance.

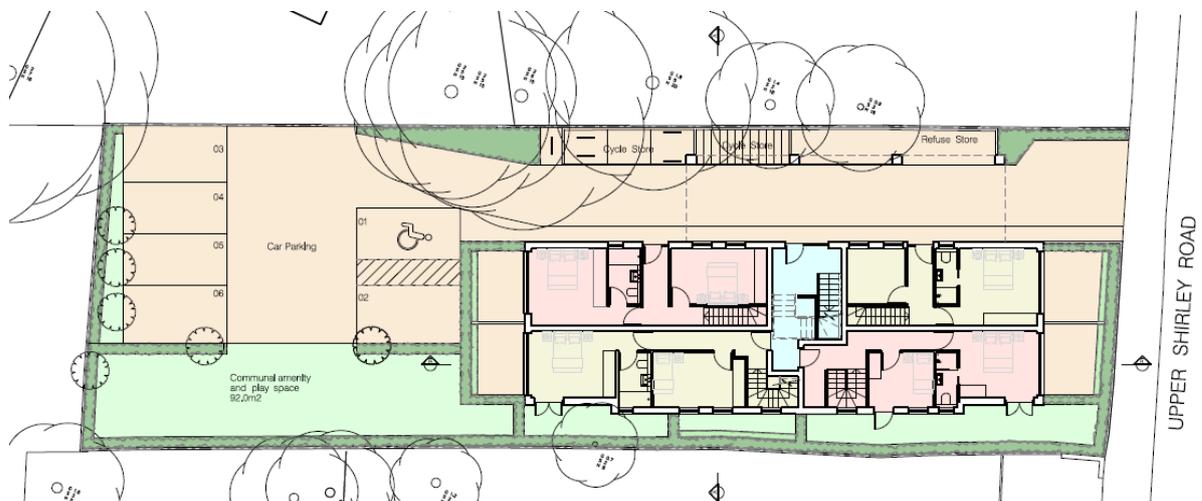


Image 3 – Site Layout and ground floor plan

## Visual Impact including townscape



*Image 4: CGI of street elevation*

- 8.7 Policy 3.5 of the London Plan requires housing development to be of the highest quality. Policies 7.1, 7.4, 7.5 and 7.6 of the London Plan state that development should make a positive contribution to the local character, public realm and streetscape. It should incorporate the highest quality materials and design appropriate to its context. Policy DM10 of the Croydon Local Plan requires the siting, layout and form of new development to respect the character and appearance of existing areas. Policy SP1.1 indicates that the Council will require all new development to contribute to enhancing a sense of place and improving the character of the area. Policies SP4.1 and SP4.2 of also require development to be of a high quality which respects and enhances local character.



*Existing Dwelling*

### *Height, Scale and Mass*

- 8.8 The Suburban Design Guide (SDG) suggests appropriate ways of accommodating intensified development on sites depending on the character, height and type of surrounding buildings in the area. 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. Figure 2.10c (*Image 5 below*) of the SDG illustrates the appropriate approach for redevelopment of sites within a two storey street scene in terms of height, scale and mass. Accommodation within roof spaces is encouraged.



Image 5 – Extract from SDG (Figure 2.10c)

- 8.9 As shown by *image 6* below, the overall height, scale and mass of the building is largely similar to the consented scheme 19/01689/CONR and is the same appearance as the recently refused scheme 20/01890/FUL. It is important to note that the previous scheme was not refused for visual impact reasons.
- 8.10 The building would have a basement level, two storeys above ground and accommodation within an open fronted roof space. The building will have an appearance (*image 4*) of a part two, part three storey building with a tall hipped roof over the main building (responding to the existing roof form) with an open modern hipped form over the front projection. In terms of height and overall mass, the proposal is within the guidelines suggested with the suburban design guide and in this respect is considered acceptable.

*Design and Materials*

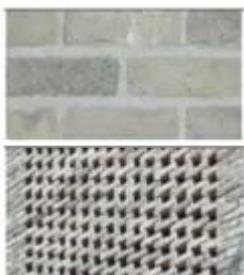
- 8.11 As demonstrated by the accompanying photos, the housing stock in the area varies considerable from relatively modern semi-detached properties to period terrace buildings and a windmill. The new building is conceived as a contemporary interpretation that is influenced by architectural features common in the area such as the hipped roof and prominent gables and reinterpreting them in a modern form. In particular, the design takes many features such as front hipped roof over a gable end from the house that was once on the site. Given this mix of housing stock, this design approach is considered acceptable as it proposes a building that differs from its neighbours yet will sit conformably within its context in terms of overall form and features. This approach is further considered appropriate given the position of the site in between two distinct areas of character (Postmill Close and Tanglewood Close) and also being the only plot along this section which is accessed and will face directly onto Upper Shirley Road.



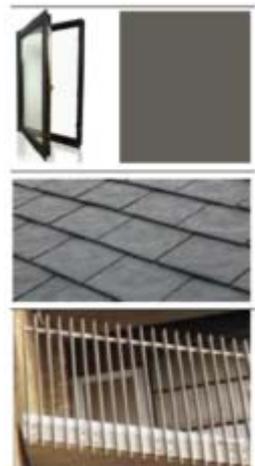


Image 6: Existing, previously approved and proposed schemes within streetscene.

8.12 The front and rear elevations would have a high proportion of glazing with metal railings and contemporary brickwork with slate roof. This is consistent with the contemporary design approach and would comply with the overarching objectives of the Materials and External Appearance chapters 2.21 to 2.27 of the Suburban Design Guide. With regards to materials, the scheme proposes



Wienerberger Forum Smoked Branco brick for the main exterior walls with the same bricks in a hit and miss design to be used for screens to the north and south elevations of terraces. Windows will be a dark grey aluminium framed casements, the main roof will be grey slate and balustrades will be vertical metal railings also dark grey in colour. Overall, the proposal would respect and



enhance the appearance of the streetscene in accordance with DM10. Details of materials would be conditioned if approved, to ensure a high quality appearance.

### Density

8.13 A number of representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 2. With a site area of 0.07 ha, the proposed density would be 128 units/ha 400 habitable rooms/ha. Table 3.2 of the London Plan sets a density range of between 50- 95u/ha and 150-250hr/ha. Whilst this proposal would fall slightly outside this density range, the London Plan advises that density ranges should not be applied mechanistically. The range for a particular location is broad enabling account to be taken of other factors including local context, design and transport capacity which, where appropriate, can provide a tool for increased density in certain situations. It is considered that in view of

the sites location, design, limited effects on neighbours, transport capacity and parking provision, the density would be acceptable. The proposal would therefore accord with London Plan requirements to optimise the optional of sites to provide additional housing.

- 8.14 Overall, officers are of the opinion that the design approach, proposed density and scale of the building together with the chosen materials results in a well-designed scheme that respects the character of the street and would contribute positively to the street scene and its neighbours. Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character and that the proposed building is considered a suitable replacement to the dwelling it would be replacing.

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

- 8.15 All of the proposed new units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all units are dual aspect. Overall, the proposed internal amenity space is considered to be of a high quality with logical floor plans, compliant floor to ceiling height and no overlooking impacts between units. With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional person. All units have private amenity spaces that meet or exceed the required standards.
- 8.16 The ground and basement floors are occupied by duplex units. These have bedrooms at the upper levels and living accommodation at the lower, which follows the layout approved in the original scheme. An internal daylight assessment shows that the Average Daylight Factor would be achieved in all units, including these. The front and rear basement rooms of the duplex units also pass the 25 degree test, in accordance with the Suburban Design Guide. The level of daylight is expected to be sufficient for future residents. Two units are proposed in the roof. These units' second and third bedrooms would be served by rooflights. As the main living area and principal bedrooms are served by windows giving on to private amenity, with good outlook, and as this layout has previously been approved, this is considered to be acceptable.
- 8.17 In addition, to private amenity areas, the proposal also includes an area of communal garden at the rear of the site. The site would be accessed via the main side entrance and then through the parking area. Given the amount of vehicle movements expected this is considered to be acceptable, especially when the size of the area is factored in to the consideration. This space will cover an area of 92m<sup>2</sup> and allows suitable space for sitting and general recreation. In accordance with the London Plan, the development would also be required to provide 19.2m<sup>2</sup> of children's play space. Although a specific floor area for play space has not been shown on the plans (*image 5 below*) the layout and size of the communal area as a whole provides adequate space to accommodate the required area for children's play space. Full details of this area will be secured by condition.



*Image 5: Proposed Communal Area including play space*

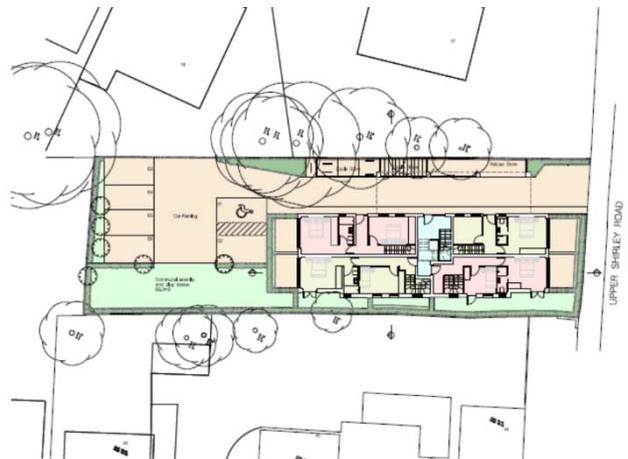
- 8.18 In terms of accessibility, the London Plan, Croydon Local Plan and draft London Plan require that at least 10% of homes are wheelchair accessible and that 90% of units have step-free access. The proposed scheme would provide step-free access into the building and to the communal garden. However in terms of access internally, all units at ground level are two storey with a lower basement level containing the living room components of the units. Although no wheelchair units are proposed, the applicant has demonstrated that one of the ground floor units could be adapted to be a wheelchair user dwelling and so meets building regulations M4(3) standard. The three remaining ground floor units would be accessible and building regulations M4(2) compliant.
- 8.19 In order for the upper floor units comply with this requirement, a lift would be necessary. Policy (3.8 of the London Plan) allows for flexibility as to whether a lift and accessible units are provided in blocks of flats of four storeys or less – stating that a viability assessment should be proposed demonstrating that the lift would make the scheme unviable. The draft London Plan takes a similar approach in allowing some flexibility, but states that this should be applied in exceptional circumstances. Notwithstanding this, Council should only exercise its discretion not to require a lift and disabled access to upper levels in exceptional circumstances. In this instance the applicant has provided a statement which sets out the costs of a lift provision in capital terms and in increased service charges. Whilst officers are of the opinion that the costs of a lift are not insurmountable and should be factored in to the general build costs of a scheme of this nature, being a policy requirement, in this instance there are exceptional circumstances which justify the lack of provision. In the first instance, the previous scheme did not provide a lift and, as an implemented scheme, is a viable fall back option. Furthermore, only five units would be served by the lift, making the maintenance costs proportionately higher. Finally, with the provision of private staircases for the duplex units, the build costs are arguably slightly higher than would normally be found. Therefore, whilst the Council does not agree that the provision of a lift in a scheme of this nature would impact on viability to make the scheme unviable, officers are satisfied in this instance that there are specific circumstances which justify no provision of a lift. The upper floors units would therefore comply with M4(1).
- 8.21 In terms of access, the main access to the building is located on the northern side of the building adjacent to the vehicle access and under the undercroft. Separate access to two of the ground floor units is also directly from the main external access way. A designated pedestrian path provides direct access from the parking area and street frontage to the entry. The entry location also provides convenient access to rear

communal garden, children's play space, refuse and cycle store. Notwithstanding this, as the entry, refuse and cycle areas are all located directly adjacent to the vehicle access path, officers raised concern about potential conflict between vehicles entering the site and pedestrians/cyclist also using the access way. To overcome this and ensure vehicle speed is minimised, speed bumps have been placed at either end of the driveway. Further, to ensure that access ways are appropriately lit and secure for future residents, a condition requiring details of external light would be included if consent was to be granted.

8.22 Overall, the development is considered to result in a high quality development including a sound provision of family accommodation, all with adequate amenities that would result in a scheme would provide a high standard of accommodation for future occupiers.

### Residential Amenity for Neighbours

8.23 The neighbouring occupiers that would be most affected by the scheme are those residing in Postmill Close (to the south) and Tanglewood Close (to the north of the site). The occupiers (to the south) most affected by the proposals are 44 and 45 Postmill Close. These properties have secondary side facing windows (in the case of 45 Postmill Close) and a front facing window (in the case of 44 Postmill Close). It is understood that these windows do not provide the main outlook from these two properties and therefore an impact on outlook is not considered to significantly harm the occupier's residential amenities. In addition, the side windows facing these properties would be obscure glazed, or high level velux windows which would limit overlooking to an acceptable degree. In terms of general outlook from the rear of these properties (particularly from the garden), officers are of the view that the separation distance combined with height and orientation to the north of the development means the scheme will maintain the openness of these amenity spaces and as such will not be overbearing.



8.24 With regards to the properties to the north, as illustrated by the site plan, the northern boundary is heavily flanked by a large number of large trees and shrubs. This vegetation is well established and although not guaranteed to remain is likely to provide a nature barrier between the site and neighbours to the north. The side elevation of 17 Tanglewood Close faces on to the development site which has one small side facing window. Notwithstanding this, the proposed separation to these properties means the development (without the trees present) would not have an unreasonable impact upon daylight or sunlight to habitable rooms of these dwellings. Similarly, the present of established vegetation and separation distances means that outlook from these properties is unlikely to be altered as a result of the scheme.

8.25 Overall, the development as proposed is not expected to have any unreasonable impacts upon the amenity of neighbouring properties in terms of loss of

daylight/sunlight, overlooking or being overbearing when viewed from external amenity areas.

### **Parking and access**

- 8.26 The site has a PTAL (Public Transport Accessibility Level) of 2 which is low on a scale of 1a to 6b. The site is served by five bus routes. Upper Shirley Road is a borough classified road. Members are advised that the earlier scheme on the site was refused for potential impacts upon the surrounding highway particularly with regards to additional pressure on on-street parking. The primary reason behind this view was that the parking survey submitted as part of this application was undertaken during the COVID 19 lockdown period and as such did not provide an accurate result. A revised Lambeth Methodology parking survey has been submitted as part of this submission.
- 8.27 The adopted London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. For a site with a PTAL of 2, there should be up to 1.5 space per unit for larger units and up to one for smaller units. As these are maximum parking standards, a lower provision can be accepted if overspill does not place unacceptable pressure on on-street parking within the surrounding road network. In addition, adequate parking spaces for disabled people must be provided on-site. To ascertain the likely on-site parking needs, the submitted transport assessment used Census data on car ownership in the ward. This information revealed that the developments unit mix is expected to require eight parking spaces.
- 8.28 Six car parking spaces are proposed at the rear of the site, one of which will be wider to accommodate blue badge holders. This is in accordance with maximum standards set out within both the emerging Intend to Publish London Plan and the currently adopted London Plan. Officers have reviewed the proposed parking layout and access points to the highway and are satisfied that they are in accordance with policy and would not result in increased conflict between various users of the surrounding road network. Notwithstanding this, based on the abovementioned likely vehicle ownership the development could result in two overspill spaces onto the surrounding road network. To assess the impact of the development on on-street parking, the applicant's transport consultant carried out a car parking beat survey (utilising the Lambeth Methodology) to determine the level of on street car parking capacity and whether the likely car parking demand could be suitably accommodated in neighbouring streets (within 200 metres of the application site). Both night time and daytime surveys were carried out.
- 8.29 The parking surveys demonstrate that at present, parking stress in the surrounding streets is currently 53% (8 of 15 spaces were occupied) when measured at the accepted time (being in the evening when most residents are home). As such there is spare capacity on-street and that the overspill parking demand (two spaces) generated by the development can be accommodated within the local area with occupancy levels rising to 67%, which is below the threshold level in which the Council consider an area to suffer from parking stress (85%). Officers have reviewed the data presented in the submitted transport assessment and concurs with the findings.
- 8.30 Notwithstanding this, as the development is expected to impact upon the surrounding road network in terms of on-street parking demand, officers are of the view that a financial contribution towards sustainable transport improvements is justified. On this basis and given the location of the site together with unit mix, it is suggested that a

contribution towards future car club provision in the area and also electric vehicle charging point infrastructure be made. The figure for this has been calculated to be £3,737.50 and can be paid via a legal agreement. The applicant has agreed this payment.

- 8.31 Overall, officers are satisfied that with the mitigation measures identified (including contributions towards sustainable transport improvements), the car parking implications of the development are acceptable.

#### *Construction Management Plan*

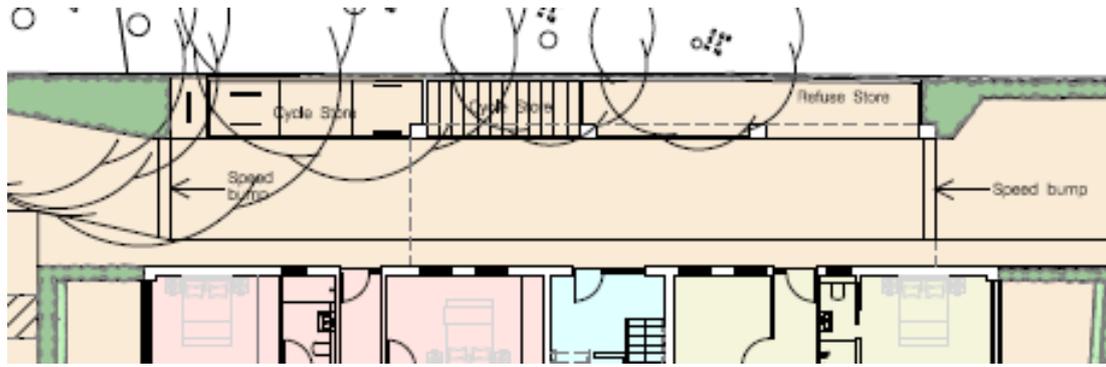
A Demolition and Construction Logistics Plan would be conditioned to ensure highways safety is maintained, particularly given the proximity to the Coloma Convent Girls' School on Upper Shirley Road.

#### *Cycle Storage*

- 8.32 A cycle storage area with space for 18 bicycles would be provided to the northern side of the scheme adjacent to the undercroft section of the building and boundary. Specifically, the cycle storage provides spaces for 12 x semi vertical racks, 2 x Sheffield stands to provide 4 spaces and 2 Sheffield stands to provide 2 spaces for larger cycles. In addition to these spaces, a further two visitor spaces will be provided by a Sheffield stand located in the same area of the site. The total number of cycle spaces is 20 which satisfies the London Plan requirements (1 space for 1 bed flats and 2 spaces for all other units – Table 6.3). The plans illustrate that the cycle storage area is accessible for easy use of all residents and would not result in any adverse impacts upon residents in terms of noise and disturbance. Full details of the appearance of this structure would be required by condition. The cycle store and access is considered acceptable.

#### *Refuse Storage*

- 8.33 Refuse storage is integrated into the undercroft section of the building on the northern side adjacent to the access path to the rear parking and communal area. The drag distance to the highway for operatives is within the 20m limit and accords with policy. Overall, in terms of location, the refuse storage is a position convenient for all residents and would not result in unacceptable impacts upon on future residents in terms of location near windows and private amenity space. The plans demonstrate that the size of the structure is adequate to accommodate bins required. Members are advised that the previous scheme was refused due to inadequate refuse facilities, particularly with regard to the provision of a bulky waste area. An area for bulky waste items is also provided within the general refuse area and is considered appropriate by officers. Full details of its appearance and layout would be required by condition.



*Image: Details of Refuse and Cycle Storage Area located along the northern boundary*

### **Trees and landscaping**

- 8.34 A number of mature trees are located in the vicinity of the site with a substantial number located on the adjoining properties immediately to the north. The submitted tree report assessed the impact of the development upon 19 trees and three hedges. The report concludes that four category C trees (Spruce, Cedar, Prunus and Holly) and one category C hedge (Cherry Laurel) would be removed as part of the proposal and one tree (Scots Pine) will need to have a crown reduction of 1 metre. The report also indicated that the roots of two trees (Cypress) will be slightly impacted upon by the excavation of the basement level. To protect these trees from detrimental damage, the report suggests that a temporary retaining system be installed along the line of the basement to retain the surrounding soil and to remove the need for any over dig.
- 8.35 To mitigate the loss of the trees, suitable replacement trees would be conditioned, if approved. Root protection zones in the vicinity of more valued landscaping assets found in neighbouring gardens would be controlled through a condition relating to construction. Council's tree officer reviewed the submitted documentation and raised no objection subject to the implementation of tree mitigation scheme and soft landscaping measures.

### **Environment and sustainability**

- 8.36 Conditions can be attached to ensure that a 19% reduction in CO<sub>2</sub> emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.37 The site is located within Flood Zone 1 and has a minor risk of surface water flooding. To mitigate this, it is considered necessary for a SUDs scheme to be incorporated as part of these proposals. The landscaping/tree protection information pertains to the inclusion of permeable paving which is one measure to ensure the on-site retention of runoff. To mitigate runoff from the site, other measures such as soakaways, bio-retention planting, water butts and the like would also be required especially in view of the increased level of hard surfacing being proposed. The details of SuDS will need to be secure and controlled through use of a planning condition.

### **Other matters**

- 8.38 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**

- 8.39 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a contemporary reinterpretation of the traditional dwellings found in the area. The development generally accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would have no harmful impact on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on the highway network and a contribution towards sustainable transport measures will be secured by legal agreement. In addition, officers are of the opinion that this scheme has overcome reasons for refusal of previous applications for similar proposals on the site. The proposal is considered to be accordance with the relevant polices.
- 8.40 All other relevant policies and considerations, including equalities, have been taken into account.

## **PLANNING COMMITTEE AGENDA**

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

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#### **1 INTRODUCTION**

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

#### **2 FURTHER INFORMATION**

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

#### **3 PUBLIC SPEAKING**

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

#### **4 BACKGROUND DOCUMENTS**

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

#### **5 RECOMMENDATION**

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

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## 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](http://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)

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Ref. No. :	20/02830/HSE	Ward :	<b>Addiscombe East</b>
Location :	87 Coniston Road Croydon CR0 6LQ	Type:	Householder Application
Proposal :	Erection of single storey side/rear extension		
Date Decision:	29.09.20		

### Permission Refused

Level: Delegated Business Meeting

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Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Date Decision: 02.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03581/FUL **Ward : Addiscombe West**  
Location : 335 Morland Road **Type: Full planning permission**  
Croydon  
CR0 6HF  
Proposal : Alterations; erection of dormer extension in rear roofslope and erection of single storey rear extension; conversion of dwelling to form 2 two bedroom units.

Date Decision: 06.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03590/HSE **Ward : Addiscombe West**  
Location : 96 Alexandra Road **Type: Householder Application**  
Croydon  
CR0 6EW  
Proposal : Erection of single storey rear and side extension

Date Decision: 07.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03655/GPDO **Ward : Addiscombe West**  
Location : 43 Lower Addiscombe Road **Type: Prior Appvl - Class M A1/A2 to dwelling**  
Croydon  
CR0 6PQ  
Proposal : Change of use from A1 (shop) to A3 (restaurant)

Date Decision: 08.10.20

**(Approval) refused**

Level: Delegated Business Meeting

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Ref. No. : 20/04182/DISC **Ward : Addiscombe West**  
Location : 26 Chisholm Road **Type: Discharge of Conditions**  
Croydon  
CR0 6UP  
Proposal : Discharge of Condition 2 attached to planning permission 18/05324/FUL for Alterations, Use as House in Multiple Occupancy with 8 bedrooms, erection of rear dormer roof extensions.

Date Decision: 01.10.20



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Erection of a single storey rear extension projecting out 5.6 metres from the rear wall of the original house with a height to the eaves of 3 metres and a maximum height of 3.3 metres

Date Decision: 30.09.20

**Prior Approval No Jurisdiction (GPDO)**

Level: Delegated Business Meeting

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Ref. No. : 20/03208/HSE  
Location : 74 Sumner Road  
Croydon  
CR0 3LJ

**Ward : Broad Green**  
Type: Householder Application

Proposal : Erection of two storey outbuilding in rear garden for use as a garage and office/storage

Date Decision: 29.09.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03537/HSE  
Location : 79 Pemdevon Road  
Croydon  
CR0 3QR

**Ward : Broad Green**  
Type: Householder Application

Proposal : Erection of single storey rear/side extension

Date Decision: 07.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03618/LP  
Location : 597 Mitcham Road  
Croydon  
CR0 3AE

**Ward : Broad Green**  
Type: LDC (Proposed) Operations  
edged

Proposal : Erection of single storey rear extension

Date Decision: 05.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/03659/LP

**Ward : Broad Green**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 24 Grafton Road  
Croydon  
CR0 3RP  
Type: LDC (Proposed) Operations edged

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

Date Decision: 07.10.20

**Certificate Refused (Lawful Dev. Cert.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03694/LP  
Location : 19 Mitcham Road  
Croydon  
CR0 3RU  
Type: LDC (Proposed) Operations edged  
Ward : **Broad Green**

Proposal : Construction of hip to gable end roof, erection of dormer extension in rear roof slope and installation of rooflights in front roof slope

Date Decision: 08.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/02977/HSE  
Location : 12 Preston Road  
Upper Norwood  
London  
SE19 3HG  
Type: Householder Application  
Ward : **Crystal Palace And Upper Norwood**

Proposal : Erection of single/two storey side/rear extension, construction of hip to gable roof extension; erection of dormer extension in rear roof slope and installation of rooflights in front roof slope.

Date Decision: 30.09.20

**Withdrawn application**

Level: Delegated Business Meeting

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Ref. No. : 20/03178/TRE  
Ward : **Crystal Palace And Upper Norwood**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 70 Beulah Hill  
Upper Norwood  
London  
SE19 3EW

Type: Consent for works to protected trees

Proposal : T1: Mature Hornbeam - Reduce back from lamp and car parking bays up to 2m.  
(TPO no. 34, 2005)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03247/TRE

Location : 218 South Norwood Hill  
South Norwood  
London  
SE25 6AS

Type: Consent for works to protected trees

Ward : **Crystal Palace And Upper Norwood**

Proposal : T1 London Plane - Lift canopy to 6m measured from ground level  
(TPO no. 60, 2008)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03326/OUT

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

Type: Outline planning permission

Ward : **Crystal Palace And Upper Norwood**

Proposal : Demolition of existing dwelling. Erection of new residential building comprising 5 flats with waste and cycle storage (landscaping matters reserved).

Date Decision: 09.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03633/CAT

Ward : **Crystal Palace And Upper Norwood**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 139 Auckland Road  
Upper Norwood  
London  
SE19 2RR

Type: Works to Trees in a  
Conservation Area

Proposal : T1 Sycamore - 3.5m crown reduction back to previous pruning points. T2 Sycamore - overall crown reduction of 3m. T3 Unidentified species - overall crown reduction of 3m. T4 Sycamore - remove epicorming growth around the stem base.

Date Decision: 09.10.20

**No Objection**

Level: Delegated Business Meeting

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Ref. No. : 20/03749/CAT

Ward : **Crystal Palace And Upper Norwood**

Location : 55A Bedwardine Road  
Upper Norwood  
London  
SE19 3AS

Type: Works to Trees in a  
Conservation Area

Proposal : T1 Cherry: Reduce canopy by approx 3m from height to shape (currently standing at approx 8m). T2 Crab Apple: Reduce canopy by approx 2m all round to shape. T3 Laburnum: Reduce canopy by approx 2m all round to shape.

Date Decision: 09.10.20

**No objection (tree works in Con Areas)**

Level: Delegated Business Meeting

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Ref. No. : 20/03973/CAT

Ward : **Crystal Palace And Upper Norwood**

Location : Carol Court  
143 Auckland Road  
Upper Norwood  
London  
SE19 2RR

Type: Works to Trees in a  
Conservation Area

Proposal : (T1) Elder - pollard by 50%

Date Decision: 09.10.20

**No objection (tree works in Con Areas)**

Level: Delegated Business Meeting

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Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 38-40 Chipstead Valley Road  
Coulsdon  
CR5 2RA  
Type: Full planning permission

Proposal : Alterations, alterations to front elevation/shopfront, conversion of first floor and existing roof area to provide 6 flats with associated patio areas, bin stores and cycle store

Date Decision: 07.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/02612/HSE  
Location : 19 Olave Close  
Coulsdon  
Croydon  
CR5 3FW  
Ward : **Coulsdon Town**  
Type: Householder Application

Proposal : Erection of single storey rear extension

Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02795/FUL  
Location : 78 Smitham Bottom Lane  
Purley  
CR8 3DD  
Ward : **Coulsdon Town**  
Type: Full planning permission

Proposal : Demolition of a garage and outbuildings and erection of detached chalet bungalow with associated landscaping and landscaping structures, car parking, refuse and cycle storage

Date Decision: 01.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02800/TRE  
Location : 7 Philand Lane  
Coulsdon  
Croydon  
CR5 3GY  
Ward : **Coulsdon Town**  
Type: Consent for works to protected trees

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : T1 Sycamore - Fell to ground level.  
G1 - Group consisting of one Chestnut (located next to sycamore tree, outside boundary) and two Sycamores. Laterally reduce by up to 3 meters and crown lifted to 5 meters. (TPO 25 of 1993)

Date Decision: 29.09.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03271/TRE  
Location : 17 Olave Close  
Coulsdon  
Croydon  
CR5 3FW

**Ward :** Coulsdon Town  
**Type:** Consent for works to protected trees

Proposal : T1 Sycamore - overall crown reduction of 2m.  
(TPO no.25, 1993)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03508/TRE  
Location : Amenity Land At Charlton Gardens  
Coulsdon  
CR5 1AR

**Ward :** Coulsdon Town  
**Type:** Consent for works to protected trees

Proposal : T1 Ash Tree - Prune lateral branches over hanging the garages, creating a 1.5m clearance. This requires the removal of 3 lowest lateral branches.  
(TPO no.12, 1968)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03540/HSE  
Location : 36 South Drive  
Coulsdon  
CR5 2BG

**Ward :** Coulsdon Town  
**Type:** Householder Application

Proposal : Alterations, installation of rooflights on front roofslope, erection of dormer extension on rear roof slope.

Date Decision: 09.10.20





Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 45 High Street  
Croydon  
CR0 1QD  
Type: Discharge of Conditions

Proposal : Discharge of Condition 5 - LED Lights - attached to Planning Permission 19/05349/FUL for Internal alterations, use of first and second floors as house of multiple occupation (HMO) with 8 rooms, provision of associated refuse and cycle storage at ground.

Date Decision: 28.09.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/02458/FUL  
Location : Flat 3, Meena House  
79C Lansdowne Road  
Croydon  
Ward : **Fairfield**  
Type: Full planning permission

Proposal : Conversion of unit 3, into two studios

Date Decision: 09.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03068/LBC  
Location : Hospital Of The Holy Trinity  
Whitgift Almshouses  
North End  
Croydon  
CR0 1UB  
Ward : **Fairfield**  
Type: Listed Building Consent

Proposal : Proposed removal of redundant services and existing defective plasterboard roof space compartmentation on existing roof trusses and installation of new 1hr FR Rockwool Firepro Ablative batts between non-historic joists above existing plasterboard ceilings and 1hr FR Rockwool fire barrier suspended facings to historic roof trusses to form new rationalised compartment wall incorporating new 1hr FR roof space access doors into all roof spaces, walkways and fire stopping of service penetrations. Existing roof space access hatches from staircases to be upgraded to 1hr FR with intumescent seals. Also installation of new thermal to Building Regulations part LB improved standard as minimum. All waste materials being bagged up and removed via hatches for safe regulated disposal.

Date Decision: 02.10.20

**Listed Building Consent Granted**

Level: Delegated Business Meeting





Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Ref. No. : 19/03959/FUL **Ward : Kenley**  
Location : 12 Abbots Lane Type: Full planning permission  
Kenley  
CR8 5JH  
Proposal : Demolition of a single-family dwelling and erection of two 4-storey blocks containing a total of 8 houses with associated access, car parking, cycle and refuse storage.  
Date Decision: 29.09.20

**P. Granted with 106 legal Ag. (3 months)**

Level: Planning Committee

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Ref. No. : 19/04919/FUL **Ward : Kenley**  
Location : 15 Haydn Avenue Type: Full planning permission  
Purley  
CR8 4AG  
Proposal : Demolition of the existing dwelling house and erection of a three storey building comprising 8 no. self contained apartments, provision of 4 parking spaces, cycle and refuse stores with associated external works including excavation and lightwells  
Date Decision: 09.10.20

**Permission Refused**

Level: Planning Committee

---

Ref. No. : 20/00168/OUT **Ward : Kenley**  
Location : Coombe Bank Type: Outline planning permission  
6 Church Road  
Kenley  
CR8 5DU  
Proposal : Outline planning permission for the demolition of existing dwellinghouse and erection of a part three, part four storey (including excavation) building comprising 9 self-contained flats, car parking, cycle and refuse provision, hard and soft landscaping, amenity space and external alterations (Access, Appearance, Layout and Scale only) (Amendments to the scheme to include fenestration, massing and external alterations).  
Date Decision: 09.10.20

**P. Granted with 106 legal Ag. (3 months)**

Level: Planning Committee

---

Ref. No. : 20/01311/FUL **Ward : Kenley**  
Location : Land R/o 42 Kenley Lane Type: Full planning permission  
Kenley  
CR8 5DD

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Demolition of existing outbuildings and erection of a 2 storey dwelling and associated external alterations

Date Decision: 01.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/01871/FUL

**Ward : Kenley**

Location : 2A Bencombe Road  
Purley  
CR8 4DQ

Type: Full planning permission

Proposal : Enlargement of the existing dwelling comprising the construction of a two-storey rear and front extensions, rear lower ground floor extension, hip to gable side roof extension, and front/rear roof extensions to provide 7 flats (4 x 1 bed and 3 x 2 bed) and 5 off-street parking spaces. Alteration to existing vehicular crossover.

Date Decision: 06.10.20

**Withdrawn application**

Level: Delegated Business Meeting

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Ref. No. : 20/02789/HSE

**Ward : Kenley**

Location : 93 Haydn Avenue  
Purley  
CR8 4AJ

Type: Householder Application

Proposal : Alterations, excavation of the front garden to provide a permeable surface for parking and the erection of retaining wall

Date Decision: 29.09.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03115/HSE

**Ward : Kenley**

Location : 8 Leacroft Close  
Kenley  
CR8 5EX

Type: Householder Application

Proposal : Construction of walls to lower the level of the rear garden, to create a level lawn.

Date Decision: 02.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03125/TRE

**Ward : Kenley**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 8 Betula Close  
Kenley  
CR8 5ET  
Type: Consent for works to protected trees

Proposal : T1 Sycamore - Raise canopy to 5.5m measured from ground level.  
(TPO no.6, 2010)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03172/TRE  
Location : 27 Welcomes Road  
Kenley  
CR8 5HA  
Type: Consent for works to protected trees  
**Ward : Kenley**

Proposal : 3x Lime Trees : re-pollard.  
(TPO no. 23, 1970)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03352/TRE  
Location : Firs House  
Firs Road  
Kenley  
CR8 5LD  
Type: Consent for works to protected trees  
**Ward : Kenley**

Proposal : T1 Maple - Fell (significant die back and dysfunctionality of the stems) T2 \_ T3 (2x) Holly  
- Fell to ground level And remove stumps. (Low amenity value)  
(TPO no.175)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03402/TRE  
Location : The Hayes Primary School  
Hayes Lane  
Kenley  
CR8 5JN  
Type: Consent for works to protected trees  
**Ward : Kenley**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : T1 Copper Beech: Overall crown reduction of 1.5 - 2m, thin crown by 10-15% and crown lift to 2.5m. T2 Norway Maple: Crown lift to by 2.5m. T3 Sycamore: Overall crown reduction of 2-2.5m, Crown lift to 2.5m. T4 Horse Chestnut: Overall crown reduction of 2-2.5m, crown thin by 10-15% and crown lift to 2.5m. T8 Norway maple: Fell. All works as specified within the tree survey attached.  
(TPO no. 35, 2010)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03483/HSE **Ward : Kenley**  
Location : 14 Beverley Road **Type: Householder Application**  
Whyteleafe  
CR3 0DT  
Proposal : Alterations and erection of a two storey side/rear extension

Date Decision: 28.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03522/TRE **Ward : Kenley**  
Location : 13 Wattendon Road **Type: Consent for works to protected trees**  
Kenley  
CR8 5LW  
Proposal : T1 Oak - Overall crown reduction of 2m.  
(TPO no.22, 1993)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03523/TRE **Ward : Kenley**  
Location : 50 Abbots Lane **Type: Consent for works to protected trees**  
Kenley  
CR8 5JH  
Proposal : T1-T12 Sycamore - To reduce the canopies of all 12 sycamore trees by no more than 3 metres to maintain the specimens within their environment. We will ensure suitable growth points are selected within line of BS3998. We will remove any deadwood and crossing branches and lift each tree to 4 meters from ground level.  
(TPO 17 2009)

Date Decision: 01.10.20

**Consent Granted (Tree App.)**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Level: Delegated Business Meeting

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Ref. No. : 20/03635/HSE **Ward : Kenley**  
Location : 45 Wattendon Road Type: Householder Application  
Kenley  
CR8 5LW  
Proposal : Alterations, erection of single storey rear extension, alterations and use of garage as habitable room and erection of extension for use as a store  
Date Decision: 29.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03734/TRE **Ward : Kenley**  
Location : 17 Cedar Walk Type: Consent for works to protected trees  
Kenley  
CR8 5JL  
Proposal : T1 Beech - Overall crown reduction of 3m. With further pruning back of extended North facing laterals (overhanging front garden) back in line general tree symmetry.  
(TPO no. 56,2008)  
Date Decision: 09.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/04020/TRE **Ward : Kenley**  
Location : 5 Beckett Avenue Type: Consent for works to protected trees  
Kenley  
CR8 5LT  
Proposal : T1: Oak (right-hand side of rear garden) reduce south facing laterals between 1-2.5m as illustrated in photos provided. G1: Three Lawson Cypress - crown lift to 3-5m from ground level.  
(TPO no. 100)  
Date Decision: 09.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03600/HSE **Ward : New Addington North**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 75 Applegarth  
Field Way  
Croydon  
CR0 9DD  
Type: Householder Application  
Proposal : Single storey rear extension

Date Decision: 07.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03376/HSE  
Location : 39 Kennelwood Crescent  
Croydon  
CR0 0DR  
Type: Householder Application  
Ward : **New Addington South**  
Proposal : Demolition of existing side extension; erection of a two-storey side extension and single-storey front extension.

Date Decision: 02.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03456/HSE  
Location : 2 Salcot Crescent  
Croydon  
CR0 0JH  
Type: Householder Application  
Ward : **New Addington South**  
Proposal : Demolition of detached garage; Erection of a single storey side and rear extension and extension to the existing front porch.

Date Decision: 28.09.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03512/HSE  
Location : 13 Montacute Road  
Croydon  
CR0 0JF  
Type: Householder Application  
Ward : **New Addington South**  
Proposal : Construction of a two-storey side/rear and part single, part two-storey rear extension. Alterations to the front elevation.

Date Decision: 28.09.20

### Permission Refused

Level: Delegated Business Meeting

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Ref. No. : 20/03595/LP  
Location : 95 Arnhem Drive  
Croydon  
CR0 0EE  
Proposal : Erection of detached rear outbuilding

Ward : **New Addington South**  
Type: LDC (Proposed) Operations edged

Date Decision: 07.10.20

### Lawful Dev. Cert. Granted (proposed)

Level: Delegated Business Meeting

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Ref. No. : 20/03685/DISC  
Location : Garages To The Rear Of 122 - 124 Chertsey Crescent  
Croydon  
CR0 0DB  
Proposal : Discharge of Condition 14 (Contaminated Land) attached to application 16/05998/FUL dated 11/04/2017 for 'Demolition of garages and erection of 4 two bedroom and 3 three bedroom houses with provision of landscaping and associated works.'

Ward : **New Addington South**  
Type: Discharge of Conditions

Date Decision: 09.10.20

### Approved

Level: Delegated Business Meeting

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Ref. No. : 20/03732/GPDO  
Location : 8 Thistlewood Crescent  
Croydon  
CR0 0AR  
Proposal : Erection of a single storey rear extension projecting out 4.6 metres from the rear wall of the original house with a height to the eaves of 2.51 metres and a maximum height of 3.85 metres

Ward : **New Addington South**  
Type: Prior Appvl - Class A Larger House Extns

Date Decision: 30.09.20

### Prior Approval No Jurisdiction (GPDO)

Level: Delegated Business Meeting

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Ref. No. : 20/03811/HSE  
Ward : **New Addington South**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 42 Uvedale Crescent  
Croydon  
CR0 0BQ  
Type: Householder Application  
Proposal : Alterations, erection of first floor side extension

Date Decision: 09.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 19/03117/ENVS  
Location : Norbury Park  
Green Lane  
Norbury  
London  
SW16 3LZ  
Type: Environmental Impact Scoping  
Opinion  
Ward : **Norbury Park**

Proposal : Environmental Impact Assessment (EIA) Scoping Opinion Request for Graveney Flood Defence Scheme (works to include deculverting, realignment and restoration of Norbury Brook, construction of a new embankments and flood wall, general landscaping)

Date Decision: 29.09.20

**Withdrawn application**

Level: Delegated Business Meeting

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Ref. No. : 20/03396/HSE  
Location : 169 Norbury Avenue  
Thornton Heath  
CR7 8AP  
Type: Householder Application  
Ward : **Norbury Park**  
Proposal : Proposed porch and single storey rear extension

Date Decision: 08.10.20

**Permission Refused**

Level: Delegated Business Meeting

---

Ref. No. : 20/03473/HSE  
Location : 36 Norbury Close  
Norbury  
London  
SW16 3ND  
Type: Householder Application  
Ward : **Norbury Park**  
Proposal : Erection of single-storey rear extension.

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Date Decision: 05.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03550/HSE  
Location : 311 Green Lane  
Norbury  
London  
SW16 3LU  
Proposal : Proposed drop kerb.

**Ward : Norbury Park**  
Type: Householder Application

Date Decision: 07.10.20

**Permission Refused**

Level: Delegated Business Meeting

---

Ref. No. : 20/03551/LP  
Location : 311 Green Lane  
Norbury  
London  
SW16 3LU  
Proposal : Erection of hip to gable loft conversion with dormer in the rear roof slope and roof lights in the front roof slope, and the removal of chimney.

**Ward : Norbury Park**  
Type: LDC (Proposed) Operations edged

Date Decision: 07.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/03639/CAT  
Location : 163 Gibson's Hill  
Norbury  
London  
SW16 3ES  
Proposal : T1 Willow - Re-pollard back below historic primary pollard points by approx 1m.  
T2 Yew (centre front boundary) overall crown reduction of up to 1m.

**Ward : Norbury Park**  
Type: Works to Trees in a Conservation Area

Date Decision: 09.10.20

**No objection (tree works in Con Areas)**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Level: Delegated Business Meeting

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Ref. No. : 20/03839/GPDO  
Location : 17 Georgia Road  
Thornton Heath  
CR7 8DU

**Ward : Norbury Park**  
Type: Prior Appvl - Class A Larger  
House Extns

Proposal : Erection of a single storey rear extension projecting out 6 metres from the rear wall of the original house with a height to the eaves of 3 metres and a maximum overall height of 3 metres

Date Decision: 08.10.20

**(Approval) refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03840/NMA  
Location : 37 Ryecroft Road  
Norbury  
London  
SW16 3EW

**Ward : Norbury Park**  
Type: Non-material amendment

Proposal : Non material amendment to permission 19/04278/HSE for alterations, demolition and erection of a part single/part two storey rear extension and conversion of garage to habitable room

Date Decision: 01.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03884/NMA  
Location : 5 Buckingham Gardens  
Thornton Heath  
CR7 8AT

**Ward : Norbury Park**  
Type: Non-material amendment

Proposal : Non material amendment to PP 19/00529/FUL (Alterations and erection of single/two storey side/rear extensions. Conversion of dwelling to create 1 one bedroom, 1 two bedroom and 1 three bedroom flats with associated bin/cycle stores.)

Date Decision: 06.10.20

**Approved**

Level: Delegated Business Meeting



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Conversion of existing shop (A1) to mixed use as 2x studio flats (C3) and a shop (A1) with external and internal alterations

Date Decision: 09.10.20

**(Approval) refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03787/LP  
Location : 3 Tall Trees  
Norbury  
London  
SW16 4NE  
Proposal : ERECTION OF A SINGLE STOREY DETACHED OUTBUILDING IN REAR GARDEN  
Ward : **Norbury And Pollards Hill**  
Type: LDC (Proposed) Operations edged

Date Decision: 07.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/02852/HSE  
Location : 5 Stanley Close  
Coulsdon  
CR5 2LN  
Proposal : Alterations, erection of a first floor side extension and ground floor rear extension  
Ward : **Old Coulsdon**  
Type: Householder Application

Date Decision: 30.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03145/HSE  
Location : 3 Marlpit Avenue  
Coulsdon  
CR5 2SD  
Proposal : Part single, part two-storey side extension, part single storey front extension, alterations to front gable and external alterations.  
Ward : **Old Coulsdon**  
Type: Householder Application

Date Decision: 06.10.20

**Permission Granted**



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : O/S 3 Stoneyfield Road  
Coulsdon  
CR5 2HP  
Type: Observations on permitted development

Proposal : Installation of 1 x 9m wooden pole (7.2m above ground)

Date Decision: 29.09.20

**No Objection**

Level: Delegated Business Meeting

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Ref. No. : 20/04080/CAT  
Location : Dormer Lodge  
234 Coulsdon Road  
Coulsdon  
CR5 1EA  
Type: Works to Trees in a Conservation Area  
Ward : Old Coulsdon  
Proposal : T398 Liquidamber - Reduce Overall Size Of Crown By 3m \_ Crown Lift To 3m from ground Level.

Date Decision: 09.10.20

**No objection (tree works in Con Areas)**

Level: Delegated Business Meeting

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Ref. No. : 20/03047/DISC  
Location : 28 - 30 Fairfield Road  
Croydon  
CR0 5LH  
Type: Discharge of Conditions  
Ward : Park Hill And Whitgift  
Proposal : Discharge of Condition 29 - Sustainable Water Surface Drainage - attached to Planning Permission 17/02696/FUL for Demolition of existing buildings and the erection of part four/ part six storey building with basement comprising 11 one bedroom, 10 two bedroom 12 three bedroom and 1 studio flats: formation of vehicular access and provision of basement parking, provision of associated refuse and cycle storage.

Date Decision: 02.10.20

**Not approved**

Level: Delegated Business Meeting

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Ref. No. : 19/03573/HSE  
Ward : Purley Oaks And

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 4 Purley Bury Cottages  
Lexington Court  
Purley  
CR8 1JA

Type: **Riddlesdown**  
Householder Application

Proposal : Erection of first floor side extension, new french doors to rear elevation. replacement of all windows with hardwood double glazed units and rebuild top of chimney stack

Date Decision: 28.09.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 19/03588/LBC

Location : 4 Purley Bury Cottages  
Lexington Court  
Purley  
CR8 1JA

Ward : **Purley Oaks And Riddlesdown**

Type: Listed Building Consent

Proposal : Erection of first floor side extension, new french doors to rear elevation. replacement of all windows with hardwood double glazed units and rebuild top of chimney stack

Date Decision: 28.09.20

**Listed Building Consent Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/02354/FUL

Location : 85 Purley Downs Road  
South Croydon  
CR2 0RJ

Ward : **Purley Oaks And Riddlesdown**

Type: Full planning permission

Proposal : Demolition of existing house, erection of three storey building comprising nine flats, formation of vehicular access/access road and provision of associated parking and cycle storage

Date Decision: 07.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03267/CONR

Ward : **Purley Oaks And**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

**Riddlesdown**

Location : 140 & 142 Pampisford Road  
Purley  
CR8 2NH

Type: Removal of Condition

Proposal : Variation of Condition 1 (Approved Drawings) attached to planning permission ref 19/04619/CONR which Varied Condition 2 (Materials) attached to planning permission ref. 19/00094/CONR which varied Conditions 1 (Approved Drawings), 4 (Various incl. Cycle and Refuse), 8 (Landscaping) and 15 (CLP) of planning permission 17/05463/FUL at the rear of 140 and 142 Pampisford Road. The permission granted 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' dated 25/01/2018. The proposed variation is amendments to relocate the refuse storage externally.

Date Decision: 09.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03371/LP

Location : 142 Brancaster Lane  
Purley  
CR8 1HH

Proposal : Erection of a rear extension

Ward : **Purley Oaks And Riddlesdown**

Type: LDC (Proposed) Operations edged

Date Decision: 08.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/03645/FUL

Location : 46 Grasmere Road  
Purley  
CR8 1DU

Proposal : Demolition of the existing building and garage. Erection of 2/3 storey (replacement) residential building comprising 8 x apartments with associated parking and amenity space and a new vehicular access/crossover.

Ward : **Purley Oaks And Riddlesdown**

Type: Full planning permission

Date Decision: 05.10.20

**Permission Refused**

Level: Delegated Business Meeting



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : Thomas More Playing Fields  
Highfield Road  
Purley  
CR8 2JJ

Type: Full planning permission

Proposal : Retention of 3no. storage containers

Date Decision: 01.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/00769/FUL

Location : 6 Woodcote Drive  
Purley  
CR8 3PD

Ward : **Purley And Woodcote**

Type: Full planning permission

Proposal : The demolition of existing property and the construction of flatted block comprising 14 flats, associated car parking spaces, refuse and cycle storage, hard and soft landscaping.

Date Decision: 30.09.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/01020/FUL

Location : 18 Green Lane  
Purley  
CR8 3PG

Ward : **Purley And Woodcote**

Type: Full planning permission

Proposal : Demolition of the existing lean to extension and the erection of an adjoining 3-bedroom dwelling with associated car parking and landscaping.

Date Decision: 28.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/01484/FUL

Location : 67 Higher Drive  
Purley  
CR8 2HR

Ward : **Purley And Woodcote**

Type: Full planning permission

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Demolition of existing building and erection of a four storey block of flats (including roofspace accommodation) and associated car parking, cycle parking, bin storage and landscaping.

The proposed development comprises 17 residential apartments and 13 car parking spaces.

Date Decision: 09.10.20

**P. Granted with 106 legal Ag. (3 months)**

Level: Planning Committee

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Ref. No. : 20/01949/CONR

Ward : **Purley And Woodcote**

Location : 57 Downs Court Road

Type: Removal of Condition

Purley  
CR8 1BF

Proposal : Removal of Conditions 5(d) (details) and 12 (car turntable) and variation to Conditions 2 (plans), 3 (materials), 5 (external structure details), 6 (site details), 7 (CLP), 8 (tree protection), 11 (M4) and 14 (energy performance) associated with planning permission 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: 07.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02547/LP

Ward : **Purley And Woodcote**

Location : 1 Box Ridge Avenue

Type: LDC (Proposed) Operations edged

Purley  
CR8 3AR

Proposal : Erection of rear dormer extension, front rooflights

Date Decision: 09.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/02735/TRE

Ward : **Purley And Woodcote**

Location : 32A Selcroft Road

Type: Consent for works to protected trees

Purley  
CR8 1AD

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : T1 Yew Fell to ground level this is a poor ivy covered specimen  
T2 cedar selectively reduce back several longest heavy leaders to reshape the crown  
remove deadwood  
This tree has lost several large branches over the past 2 winters works to reduce branch  
failure - shorten branches by 2m.  
T3 Apple fell to ground level this is a poor specimen  
would be happy to replant with suitable replacements for tree removal.  
(TPO no. 17, 1973)

Date Decision: 01.10.20

**Part Approved / Part Not Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/02969/TRE  
Location : 16 Briar Hill  
Purley  
CR8 3LE  
Proposal : G1. Consisting of five Weeping Ash trees - Fell all five specimens. All crowns in bad  
decline due to abiotic and biotic injuries to stems and overall crowns. Possible  
Chalara/Hymenoscyphus fraxineus infection.  
(TPO no. 183)

**Ward : Purley And Woodcote**  
**Type: Consent for works to protected trees**

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03149/DISC  
Location : 32-42 High Street  
Purley  
CR8 2AA  
Proposal : Discharge of Condition 12 - Travel Plan and Condition 20 - Delivery and Servicing Plan  
attached to planning permission 16/06329/FUL for Continued use of ground floor for  
purposes within use class A3: Additional A1 and A3 use: Alterations and extension to  
upper floors to include an additional 4 storey extension to provide; 20 one bedroom, 12  
two bedroom and 4 three bedroom flats.

**Ward : Purley And Woodcote**  
**Type: Discharge of Conditions**

Date Decision: 05.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03210/TRE  
**Ward : Purley And Woodcote**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 12 Meadow Hill  
Purley  
CR8 3HL  
Type: Consent for works to protected trees

Proposal : T2 - Copper Beech Tree - Overall crown reduction of 2.5m.  
(TPO no. 5, 1999)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03263/FUL  
Location : 32 Plough Lane  
Purley  
CR8 3QA  
Ward : **Purley And Woodcote**  
Type: Full planning permission

Proposal : Alterations, erection of 3 x three storey detached 4 bedroom houses to the rear of Larch Mead 32 Plough Lane with associated refuse and bike stores, formation of vehicular access and provision of associated parking

Date Decision: 01.10.20

**Withdrawn application**

Level: Delegated Business Meeting

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Ref. No. : 20/03300/CAT  
Location : 13 Silver Lane  
Purley  
CR8 3HJ  
Ward : **Purley And Woodcote**  
Type: Works to Trees in a Conservation Area

Proposal : 1 x Cypress - Fell to ground level.

Date Decision: 30.09.20

**No objection (tree works in Con Areas)**

Level: Delegated Business Meeting

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Ref. No. : 20/03306/TRE  
Location : 37D Oakwood Avenue  
Purley  
CR8 1AR  
Ward : **Purley And Woodcote**  
Type: Consent for works to protected trees

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Oak (T1) - To reduce mature Oak located in the front garden to the right of the drive to previous reduction points (approximately 1.5m).  
Oak (T2) - To reduce mature Oak located on the left hand rear boundary by approximately 2.0m.  
(TPO 17 1973)

Date Decision: 30.09.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03327/HSE  
Location : 23B Russell Hill  
Purley  
CR8 2JB

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

Proposal : Erection of single storey rear extension, extension of rear patio and relocation of steps.

Date Decision: 02.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03377/DISC  
Location : 42 Grovelands Road  
Purley  
CR8 4LA

**Ward : Purley And Woodcote**  
Type: Discharge of Conditions

Proposal : Discharge of Condition 10 (Construction Logistics Plan) attached to planning permission ref. 19/00886/FUL for the demolition of the existing dwelling and the erection of a 3 storey detached building (with roofspace accommodation) comprising 3 x 3 bed, 5 x 2 bed and 1 x 1 bedroom flats with associated access road, car parking, refuse and cycle stores, amenity space and landscaping.

Date Decision: 29.09.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03489/CONR  
Location : 20 Smitham Bottom Lane  
Purley  
CR8 3DA

**Ward : Purley And Woodcote**  
Type: Removal of Condition

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Variation of Conditions 1 (plans), 2 (materials), 5 (details) and 10 (CLP) 18/05408/FUL (demolition of existing dwelling. Erection of two storey building with accommodation in the roof space and single storey building with accommodation in the roof space at the rear to provide a total of 9 units as well as associated refuse and cycle stores, landscaping, vehicular access and car parking) Addition of a front porch, alterations to the external materials, alterations to windows and internal alterations

Date Decision: 30.09.20

**Permission Refused**

Level: Delegated Business Meeting

---

Ref. No. : 20/03514/HSE  
Location : 33 Selcroft Road  
Purley  
CR8 1AG

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

Proposal : Erection of a single-storey rear extension, a first-floor side/rear extension and extended raised patio and steps.

Date Decision: 02.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03556/TRE  
Location : Carriages Apartments  
840 Brighton Road  
Purley  
CR8 2BH

**Ward : Purley And Woodcote**  
Type: Consent for works to protected trees

Proposal : T0629 T0630 Horse Chestnut Trees - (situated adjacent to Christchurch road) Prune back to create a 2m clearance for the building elevations and crown lift low pendulous laterals over the highway upto to 5m to create clearance from passing vehicles. (TPO no. 17, 1974)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03578/FUL  
Location : 21 Cliff End  
Purley  
CR8 1BP

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



**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/03658/LP  
Location : Silver Dale  
The South Border  
Purley  
CR8 3LD  
Ward : **Purley And Woodcote**  
Type: LDC (Proposed) Operations edged  
Proposal : Creation of outdoor swimming pool and detached pool house.

Date Decision: 09.10.20

**Certificate Refused (Lawful Dev. Cert.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03665/DISC  
Location : 1 Higher Drive  
Purley  
CR8 2HP  
Ward : **Purley And Woodcote**  
Type: Discharge of Conditions  
Proposal : Discharge of conditions 3 (materials), 6 (screening), 11 (parking bay)

Date Decision: 09.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03697/DISC  
Location : 56 Brighton Road  
Purley  
CR8 2LJ  
Ward : **Purley And Woodcote**  
Type: Discharge of Conditions  
Proposal : Discharge of condition 6 (CLP) of 19/04275/FUL

Date Decision: 09.10.20

**Not approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03727/TRE  
Location : Woodcote Pumping Station, Land Between 7  
& 9A Smitham Bottom Lane, Purley, CR8  
3DE  
Ward : **Purley And Woodcote**  
Type: Consent for works to protected trees



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Ref. No. : 20/02130/HSE **Ward : Sanderstead**  
Location : 18 Addington Road Type: Householder Application  
South Croydon  
CR2 8RB  
Proposal : Erection of ground floor side and rear extensions, alterations to openings

Date Decision: 01.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02180/HSE **Ward : Sanderstead**  
Location : 7 Hillsmead Way Type: Householder Application  
South Croydon  
CR2 9DL  
Proposal : Erection of single storey side extension

Date Decision: 07.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02366/HSE **Ward : Sanderstead**  
Location : 43 Hyde Road Type: Householder Application  
South Croydon  
CR2 9NR  
Proposal : Alterations, erection of a rear raised platform (timber deck) and installation of a window along the rear elevation

Date Decision: 28.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02418/HSE **Ward : Sanderstead**  
Location : 44 Hyde Road Type: Householder Application  
South Croydon  
CR2 9NP  
Proposal : Alterations, erection of a single storey side and rear extension, proposed garage in the front garden / existing driveway, proposed roof windows and PV panels on the main roof

Date Decision: 30.09.20

**Permission Refused**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Level: Delegated Business Meeting

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Ref. No. : 20/02808/HSE  
Location : 35 Sanderstead Court Avenue  
South Croydon  
CR2 9AU  
Proposal : Erection of single storey rear extension

Ward : **Sanderstead**  
Type: Householder Application

Date Decision: 05.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03072/TRE  
Location : Flat 10, Red House Apartments  
269 Sanderstead Road  
South Croydon  
CR2 0AG  
Proposal : T1 Pine tree, reduced back some of the overhang from the property building to provide a clearance of 2m from the roof and elevations.  
(TPO no.12, 1993)

Ward : **Sanderstead**  
Type: Consent for works to protected trees

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03183/TRE  
Location : Barrards Hall  
Beech Avenue  
South Croydon  
CR2 0NL  
Proposal : T1 Ash- Reduce low extended limb by up to 2m to reduce risk of branch failure and crown lift over highway to 5.5m measured from ground level. T2 Ash- Reduce low extended limb by up to 2m to reduce risk of branch failure and crown lift over highway to 5.5m measured from ground level.  
(TPO no. 145)

Ward : **Sanderstead**  
Type: Consent for works to protected trees

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03277/HSE  
Ward : **Sanderstead**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 225 Tithepit Shaw Lane  
Warlingham  
CR6 9AW

Type: Householder Application

Proposal : Demolition of part of the existing dwelling and garage, alterations and erection of a two storey side/rear extension

Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03301/TRE

Location : 6B Beech Avenue  
South Croydon  
CR2 0NL

Ward : **Sanderstead**

Type: Consent for works to protected trees

Proposal : Rear garden:  
1 x Oak - Reduce & shape crown by approx. 2.5m leaving 4m, crown thin by 10%, raise crown to 4m & remove major deadwood  
Front garden:  
2 x Beech - Reduce & shape overall crown by approx. 2.5m leaving 4-5m & remove deadwood & raise crown to 5m  
1 x Yew - Reduce height by approx.2m leaving 3m & trim/shape sides

(TPO 12 2009)

Date Decision: 30.09.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03302/TRE

Location : 6A Beech Avenue  
South Croydon  
CR2 0NL

Ward : **Sanderstead**

Type: Consent for works to protected trees

Proposal : Front garden  
1 x Beech - Lateral reduce crown spread over garage by 2.5m to clear garage building line leaving 4-5m, raise crown to 4m  
(to give clearance from garage and drive and allow more light into property)  
1 x Oak - Crown thin by 10%, reduce lateral spread growing towards garage and over drive by 2m leaving 4m, raise crown to 4m  
(to give clearance from garage and drive and allow more light into property)  
1 x Oak - Reduce lateral crown spread over neighbours garage by 2m leaving 3.5m, crown thin by 10%

To reduce branches near to roof of garage  
(TPO 12 2009)

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Date Decision: 30.09.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03418/TRE  
Location : 16 Court Hill  
South Croydon  
CR2 9NA

**Ward : Sanderstead**  
Type: Consent for works to protected trees

Proposal : T1 Beech - reduce neighbouring tree (No.16) back by 2.0m on garden side only to reduce the encroachment into the neighbouring garden.  
(TPO no.22, 1992)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03419/TRE  
Location : 12 Cedar Court  
Addington Road  
South Croydon  
CR2 8RA

**Ward : Sanderstead**  
Type: Consent for works to protected trees

Proposal : 1 x Large Pine - Remove major deadwood, thin out 10% and reduce by 1m leaving 6m 3 low limbs to reduce weight in end of limb.  
1 x Yew - Raise crown to 4m, reduce upper lateral branches growing over road up to a maximum of 2m (to balance crown and cut back over road)  
(TPO 71 2009)

Date Decision: 01.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03485/HSE  
Location : 17 Beech Avenue  
South Croydon  
CR2 0NN

**Ward : Sanderstead**  
Type: Householder Application

Proposal : Conversion of garages to habitable room and external changes to ground floor windows/doors.



Ref. No. : 20/03730/HSE  
Location : 1 Downsway  
South Croydon  
CR2 0JB  
Proposal : Partial conversion of garage to habitable room and erection of a two-storey rear extension.

Ward : **Sanderstead**  
Type: Householder Application

Date Decision: 09.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03781/TRE  
Location : 6 Harbledown Road  
South Croydon  
CR2 8RH  
Proposal : T2 - Beech tree - Fell due to big lateral wound down trunk, suspect lightening damage and internal decay present. T3 - Sycamore - Fell due to extensive decay present around buttress and trunk.  
(TPO no. 43, 1983)

Ward : **Sanderstead**  
Type: Consent for works to protected trees

Date Decision: 09.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03906/LP  
Location : 99 Upper Selsdon Road  
South Croydon  
CR2 0DP  
Proposal : Conversion of garage to habitable room and alterations including removal of the existing garage door and insertion of a double glazed window.

Ward : **Sanderstead**  
Type: LDC (Proposed) Use edged

Date Decision: 29.09.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/03907/LP  
Location : 99 Upper Selsdon Road  
South Croydon  
CR2 0DP  
Proposal : Erection of a single storey rear extension.

Ward : **Sanderstead**  
Type: LDC (Proposed) Operations edged

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Date Decision: 30.09.20

**Certificate Refused (Lawful Dev. Cert.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03927/LP

Location : 99 Upper Selsdon Road  
South Croydon  
CR2 0DP

Proposal : Erection of a two storey rear extension.

**Ward : Sanderstead**

Type: LDC (Proposed) Operations  
edged

Date Decision: 02.10.20

**Certificate Refused (Lawful Dev. Cert.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03928/LP

Location : 99 Upper Selsdon Road  
South Croydon  
CR2 0DP

Proposal : Erection of a replacement front porch.

**Ward : Sanderstead**

Type: LDC (Proposed) Operations  
edged

Date Decision: 30.09.20

**Certificate Refused (Lawful Dev. Cert.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03416/HSE

Location : 48 Heathfield Vale  
South Croydon  
CR2 8AF

Proposal : Erection of a single storey side and front extension.

**Ward : Selsdon And Addington  
Village**

Type: Householder Application

Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03421/HSE

**Ward : Selsdon And Addington  
Village**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 38 Sundale Avenue  
South Croydon  
CR2 8RZ  
Type: Householder Application  
Proposal : Construction of a rear outbuilding.

Date Decision: 02.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03432/LP  
Ward : **Selsdon And Addington Village**  
Location : 1 Selsdon Park Road  
South Croydon  
CR2 8JE  
Type: LDC (Proposed) Operations edged  
Proposal : Erection of outbuilding

Date Decision: 28.09.20

**Certificate Refused (Lawful Dev. Cert.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03475/TRE  
Ward : **Selsdon And Addington Village**  
Location : 22 Littleheath Road  
South Croydon  
CR2 7SA  
Type: Consent for works to protected trees  
Proposal : T1 English Oak. Raise the crown by removal of branches up to 4m from ground level due to over shading.  
(TPO 13 1977)

Date Decision: 01.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03521/FUL  
Ward : **Selsdon And Addington Village**  
Location : Saraband  
Bishops Walk  
Croydon  
CR0 5BA  
Type: Full planning permission  
Proposal : Erection of detached garage with habitable space above

Date Decision: 01.10.20



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 1 Selsdon Park Road  
South Croydon  
CR2 8JE  
Type: **Village**  
LDC (Proposed) Operations  
edged

Proposal : Erection of outbuilding

Date Decision: 02.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/00465/HSE  
Location : 40 Boxford Close  
South Croydon  
CR2 8SY  
Type: **Ward : Selsdon Vale And Forestdale**  
Householder Application

Proposal : Part garage conversion, erection of two storey side extension with new double garage, single storey front extension, front dormer, loft conversion with rear dormer windows, and a raised patio area to the rear.

Date Decision: 06.10.20

**Withdrawn application**

Level: Delegated Business Meeting

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Ref. No. : 20/03064/NMA  
Location : 170 Addington Road  
South Croydon  
CR2 8LB  
Type: **Ward : Selsdon Vale And Forestdale**  
Non-material amendment

Proposal : Amendment to planning permission (20/00144/FUL) to incorporate a bin store and two new rear doors

Date Decision: 29.09.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03116/TRE  
Location : 13 Beech Way  
South Croydon  
CR2 8QR  
Type: **Ward : Selsdon Vale And Forestdale**  
Consent for works to protected  
trees

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : T1. Silver Birch. Fell due to heavy lean toward the house and heavy shading.  
(TPO no. 22, 1972)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03390/TRE  
Location : 16 Suffield Close  
South Croydon  
CR2 8SZ  
Proposal : Cypress - To reduce by 3-4m in height.  
Birch - To crown reduce by 30% and to crown thin by 10%  
(TPO 104)

**Ward : Selsdon Vale And Forestdale**  
Type: Consent for works to protected trees

Date Decision: 01.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03478/TRE  
Location : 8 Boxford Close  
South Croydon  
CR2 8SY  
Proposal : G1. Consisting of 6-8 Sycamore trees. Laterally reduce the overhang back to the boundary line due to over shading.  
(TPO 22 1972)

**Ward : Selsdon Vale And Forestdale**  
Type: Consent for works to protected trees

Date Decision: 01.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03494/HSE  
Location : 10 Turnstone Close  
South Croydon  
CR2 8SP  
Proposal : Erection of a first-floor side extension and rear dormer window.

**Ward : Selsdon Vale And Forestdale**  
Type: Householder Application

Date Decision: 01.10.20

**Permission Granted**

Level: Delegated Business Meeting



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03739/GPDO  
Location : 53 Windmill Road  
Croydon  
CR0 2XR

**Ward : Selhurst**  
Type: Prior Appvl - Class A Larger  
House Extns

Proposal : Erection of a single storey rear extension projecting out 6 metres from the rear wall of the original house with a height to the eaves of 2.995 metres and a maximum height of 3.8 metres

Date Decision: 30.09.20

**Prior Approval No Jurisdiction (GPDO)**

Level: Delegated Business Meeting

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Ref. No. : 20/00062/TRE  
Location : Peter Kennedy Court  
180 Orchard Way  
Croydon  
CR0 7LX

**Ward : Shirley North**  
Type: Consent for works to protected  
trees

## Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : TG1 Various species: Reduce lateral spread of trees over entrance, by 2-3m. Crown lift to give a ground clearance of 6m.  
TG2 Various species: Reduce lateral spread by 2-3m over parking and building, as required. Crown lift to provide a clearance of 2m above the building. Crown lift to give a ground clearance of 6m.  
T82 Ash: Listed as field maple on survey, crown lift to give a ground clearance of 3m over pavement but tree is already above this height.  
T83 Field Maple: Report specifies crown lift to give a ground clearance of 3m over pavement.  
T84 Holly: Crown lift to give a ground clearance of 3m above pavement.  
TG3 Various species: Crown lift to give a ground clearance of 6m \_ reduce lateral spread over the road by max of 2m. Crown lift cherry to 2m over garage.  
T42 Ash: Tree with basal decay: N.B. Reduce the tree to an 8m pollard. T45: Oak, crown lift to 6m on road side, by removing small primary and secondary branches (\_50mm diameter) T47: Oak, section fell to as close to ground level as practicable. T50 Oak, crown lift to 6m on road side, by removing small primary and secondary branches (\_50mm diameter) T56: Lime, crown lift to 6m on road side. T62: Hazel, fell to coppice. T63: Hazel, fell to coppice. T75: Cherry, Reduce lateral spread over neighbouring property by 2-3m. T77: Oak, Reduce lateral spread over neighbour's property by 2-3m T78: Ash, Section fell. T81: Sweet Chestnut, reduce the spread of the 2 no. lowest limbs over the neighbour's Property by 2-3m. T61: Pear, remove basal growth. T39: Crack willow, re-coppice to approximately 40cm above ground level. T7: Oak, Reduce lateral spread over car park by 2-3m. Crown lift by 6M.  
(TPO no. 41, 1979)

Date Decision: 08.10.20

### Consent Refused (Tree application)

Level: Delegated Business Meeting

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Ref. No. : 20/01880/HSE  
Location : 3 Lavender Way  
Croydon  
CR0 7RP

Ward : Shirley North  
Type: Householder Application

Proposal : Erection of single/two storey side/rear extension; construction of hip to gable end roof extension and erection of dormer extension in rear roofslope.

Date Decision: 06.10.20

### Permission Granted

Level: Delegated Business Meeting

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Ref. No. : 20/02804/HSE  
Ward : Shirley North

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 1 Woodmere Avenue  
Croydon  
CR0 7PG  
Type: Householder Application  
Proposal : Demolition of garage, erection of single storey side and rear extension, associated alterations.

Date Decision: 08.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03227/HSE  
Location : 221 Long Lane  
Croydon  
CR0 7TF  
Type: Householder Application  
Ward : Shirley North  
Proposal : Alterations to front boundary treatment for dropped kerb and vehicular access.

Date Decision: 08.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03441/TRE  
Location : 22 Orchard Way  
Croydon  
CR0 7NG  
Type: Consent for works to protected trees  
Ward : Shirley North  
Proposal : T1 Sycamore: Fell and apply eco plugs (TPO no.6, 1973)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03458/HSE  
Location : 45 Barnfield Avenue  
Croydon  
CR0 8SF  
Type: Householder Application  
Ward : Shirley North  
Proposal : Part single and part two storey side extension, single storey rear extension and rear dormer roof addition

Date Decision: 29.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03947/PDO  
Location : O/S 102 Gladeside  
Croydon  
CR0 7RH

**Ward :** Shirley North  
**Type:** Observations on permitted development

Proposal : Installation of a 9m wooden pole (7.2m above ground)

Date Decision: 02.10.20

**No Objection**

Level: Delegated Business Meeting

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Ref. No. : 20/02857/HSE  
Location : 3 The Lees  
Croydon  
CR0 8AR

**Ward :** Shirley South  
**Type:** Householder Application

Proposal : Alterations, erection of a first floor side extension, ground floor rear and side extension and garage conversion

Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02858/LP  
Location : 3 The Lees  
Croydon  
CR0 8AR

**Ward :** Shirley South  
**Type:** LDC (Proposed) Operations edged

Proposal : Alterations, erection of a first floor side extension and dormer & outbuilding towards the rear of the site

Date Decision: 06.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/02891/HSE  
**Ward :** Shirley South

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 19 South Way  
Croydon  
CR0 8RH  
Type: Householder Application

Proposal : Alterations, erection of a new single storey rear extension

Date Decision: 30.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02956/TRE  
Location : 4 Ardingly Close  
Croydon  
CR0 5EZ  
Ward : **Shirley South**  
Type: Consent for works to protected trees  
Proposal : Holme Oak (T1) - Reduce by 2m in height and on all compass points, back to previous pruning and appropriate growth points and to thin inner canopy by 20%. Tree dimensions before: 16m in height and 17m in lateral spread. Holme Oak (T2) - Reduce by 2m in height and on all compass points, back to previous pruning and appropriate growth points and to thin inner canopy by 20%. Tree dimensions before: 16m in height and 16m in lateral spread.  
(TPO no.20, 1985)

Date Decision: 08.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/01057/FUL  
Location : 127 Brighton Road  
South Croydon  
CR2 6EF  
Ward : **South Croydon**  
Type: Full planning permission  
Proposal : Alterations, erection of a single storey rear extension and the conversion of the building into two self-contained flats

Date Decision: 29.09.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/02510/DISC  
Ward : **South Croydon**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 14 St Peter's Road  
Croydon  
CR0 1HD  
Type: Discharge of Conditions

Proposal : Discharge of Condition 2 (materials) and 4 (parking details) attached to planning application 20/01018/CONR for the variation of condition 1 (in accordance with approved plans), 6 (CLP), 12 (time limit) attached to planning permission ref. 19/03716/FUL for the demolition of existing dwelling and erection of building to provide 8 residential units (7 x 2 beds and 1 x 3 beds), with associated landscaped areas including children's play space, parking, vehicular access, cycle and refuse storage

Date Decision: 07.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03010/FUL  
Location : 60 Birdhurst Road  
South Croydon  
CR2 7EB  
Ward : **South Croydon**  
Type: Full planning permission

Proposal : Replace existing windows and door with new UPVC double glazed windows and door.

Date Decision: 01.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03011/FUL  
Location : 62 Birdhurst Road  
South Croydon  
CR2 7EB  
Ward : **South Croydon**  
Type: Full planning permission

Proposal : Replace existing windows and door with new UPVC double glazed windows and door.

Date Decision: 01.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/03403/LP  
Location : 47 Essenden Road  
South Croydon  
CR2 0BW  
Ward : **South Croydon**  
Type: LDC (Proposed) Operations edged

Proposal : Single-storey rear extension and retaining wall within rear garden.

Date Decision: 28.09.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/03477/TRE **Ward : South Croydon**  
Location : 2B High Beech **Type: Consent for works to protected trees**  
South Croydon  
CR2 7QB  
Proposal : T1. Cedar. Reduce height by 3m and laterally by 2m in all directions. Due to loss of light onto the property.  
(TPO 21 1970)

Date Decision: 01.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03620/DISC **Ward : South Croydon**  
Location : 6 Croham Valley Road **Type: Discharge of Conditions**  
South Croydon  
CR2 7NA  
Proposal : Discharge of condition 3 - Surface Water Drainage and condition 4- Flood Measures - attached to planning permission 19/05034/FUL for demolition of existing house, erection of a two storey building plus roof space to provide 9 apartments, provision of 8 car parking spaces, refuse store and new landscaping.

Date Decision: 07.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03630/CONR **Ward : South Croydon**  
Location : 32 Kingsdown Avenue **Type: Removal of Condition**  
South Croydon  
CR2 6QF  
Proposal : Variation of Condition 1 (approved drawings) attached to planning permission ref. 18/00162/HSE for erection of single/two storey side and rear extensions.

Date Decision: 06.10.20

**Permission Granted**

Level: Planning Committee

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Ref. No. : 20/03690/HSE **Ward : South Croydon**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : 8 Elm Close  
South Croydon  
CR2 7AH  
Type: Householder Application  
Proposal : Alterations, erection of first floor side extension above existing single storey side extension with roof.

Date Decision: 09.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03908/HSE  
Location : 40 Purley Road  
South Croydon  
CR2 6EY  
Type: Householder Application  
Ward : **South Croydon**  
Proposal : Erection of a single storey side and rear extension.

Date Decision: 07.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03471/HSE  
Location : 9 Sundial Avenue  
South Norwood  
London  
SE25 4BU  
Type: Householder Application  
Ward : **South Norwood**  
Proposal : Erection of single storey rear extension

Date Decision: 29.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03535/LP  
Location : 93 Dagnall Park  
South Norwood  
London  
SE25 6NS  
Type: LDC (Proposed) Use edged  
Ward : **South Norwood**  
Proposal : Change of use from dwellinghouse to residential home for 6 residents living together as a single household (C3(c) with internal alterations (Amended description)

Date Decision: 02.10.20



Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Level: Delegated Business Meeting

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Ref. No. : 20/03510/HSE  
Location : 16A Rosebery Avenue  
Thornton Heath  
CR7 8PT  
Ward : Thornton Heath  
Type: Householder Application  
Proposal : First floor side extension to the main house and redevelopment of the existing garage to provide new two storey living space for use by a disabled resident with other associated alterations  
Date Decision: 01.10.20

**Withdrawn application**

Level: Delegated Business Meeting

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Ref. No. : 20/03615/FUL  
Location : 221 Parchmore Road  
Thornton Heath  
CR7 8HH  
Ward : Thornton Heath  
Type: Full planning permission  
Proposal : Installation of vehicle crossover.  
Date Decision: 07.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03631/ADV  
Location : 91 High Street  
Thornton Heath  
CR7 8RY  
Ward : Thornton Heath  
Type: Consent to display advertisements  
Proposal : One fascia sign, one projecting sign, one illuminated shopfront surround and one illuminated display screen  
Date Decision: 07.10.20

**Consent Granted (Advertisement)**

Level: Delegated Business Meeting

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Ref. No. : 20/03656/GPDO  
Location : Ground Floor, 94 Beulah Road  
Thornton Heath  
CR7 8JF  
Ward : Thornton Heath  
Type: Prior Appvl - Class M A1/A2 to dwelling  
Proposal : Alterations, change of use of the ground floor from a shop retail unit to residential use (Class C3).  
Date Decision: 07.10.20

**Approved (prior approvals only)**

Level: Delegated Business Meeting

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Ref. No. : 20/03657/GPDO  
Location : Ground Floor, 92 Beulah Road  
Thornton Heath  
CR7 8JF  
Ward : **Thornton Heath**  
Type: Prior Appvl - Class M A1/A2 to dwelling

Proposal : Alterations, change of use of the ground floor from a shop retail unit to residential use (Class C3)

Date Decision: 07.10.20

**Approved (prior approvals only)**

Level: Delegated Business Meeting

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Ref. No. : 20/03791/DISC  
Location : 91 High Street  
Thornton Heath  
CR7 8RY  
Ward : **Thornton Heath**  
Type: Discharge of Conditions

Proposal : Discharge of Condition 3 (noise) and 4 (External Illumination) attached to LPA ref: 18/06057/FUL allowed on appeal (APP/L5240/W/19/3232831) dated 13.01.2020 for the Change of use of the ground floor to adult gaming centre (sui generis) and external alterations and associated works.

Date Decision: 07.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/02055/DISC  
Location : 49 Haling Park Road  
South Croydon  
CR2 6ND  
Ward : **Waddon**  
Type: Discharge of Conditions

Proposal : Discharge of condition 16b (Arc Watching Brief) of planning permission 19/01540/FUL granted on the 24/05/2019 for the 'Demolition of the existing two storey detached property, erection of a part three/part four storey replacement building to provide eight residential units, with associated cycle and refuse stores, landscaping and car parking.'

Date Decision: 06.10.20

**Approved**

Level: Delegated Business Meeting

Ref. No. : 20/02973/HSE  
Location : 101 Waddon Road  
Croydon  
CR0 4JH  
Ward : **Waddon**  
Type: Householder Application  
Proposal : Alterations, including roof alterations and first floor rear elevations with construction of balconies.  
Date Decision: 02.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03070/DISC  
Location : 49 Haling Park Road  
South Croydon  
CR2 6ND  
Ward : **Waddon**  
Type: Discharge of Conditions  
Proposal : Discharge of condition 4 (Brick Sample Panel) of planning permission 19/01540/FUL granted on the 24/05/2019 for the 'Demolition of the existing two storey detached property, erection of a part three/part four storey replacement building to provide eight residential units, with associated cycle and refuse stores, landscaping and car parking.'  
Date Decision: 06.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03614/CONR  
Location : 79 Bates Crescent  
Croydon  
CR0 4ET  
Ward : **Waddon**  
Type: Removal of Condition  
Proposal : Variation of condition 2 attached to planning permission 18/03309/CONR for the 'retention of single storey detached building at rear including alterations'  
Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03619/CONR  
Location : Marys Home  
88-90 Warham Road  
South Croydon  
CR2 6LB  
Ward : **Waddon**  
Type: Removal of Condition

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Variation of condition 1 (approved plans) attached to planning permission 17/04207/FUL for the 'Erection of single/two storey side and rear extensions with accommodation in roofspace; roof extensions including raised ridge height and alterations to existing care home to provide 23 additional bedrooms: formation of additional vehicular access and provision of additional parking spaces, refuse and cycle storage' to reduce the number of proposed car parking spaces with associated alterations

Date Decision: 07.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/01984/FUL **Ward : Woodside**  
Location : 88 Portland Road **Type: Full planning permission**  
South Norwood  
London  
SE25 4PQ

Proposal : Alterations to side elevation, conversion of ground floor shop (A1) to form 1 x 2 bedroom flat (C3) and part demolition and erection of a single storey rear extension and associated amenity space, cycle parking and refuse storage

Date Decision: 29.09.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/02953/FUL **Ward : Woodside**  
Location : R/o 96 Portland Road **Type: Full planning permission**  
South Norwood  
London  
SE25 4PJ

Proposal : Demolition of attached rear ancillary storage building with ancillary kitchenette and w/c. Alterations to rear of existing shop unit; erection of detached two storey building at rear comprising 2 flats. Provision of associated ground floor terrace area, and refuse and cycle storage.

Date Decision: 07.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03359/FUL **Ward : Woodside**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Location : Lloyds Pharmacy  
162 Portland Road  
South Norwood  
London  
SE25 4PT  
Type: Full planning permission

Proposal : Retrospective application for change of use from A1 (pharmacy) to Sui Generis (beauty salon).

Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03628/FUL  
Location : 72 Woodside Green  
South Norwood  
London  
SE25 5EU  
Type: Full planning permission  
Ward : Woodside

Proposal : Change of Use from Use Class A1 to Tyre fitting Centre for motor vehicles (retrospective).

Date Decision: 07.10.20

**Permission Refused**

Level: Delegated Business Meeting

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Ref. No. : 20/04078/LP  
Location : 56 Cobden Road  
South Norwood  
London  
SE25 5NX  
Type: LDC (Proposed) Operations edged  
Ward : Woodside

Proposal : Erection of dormer extensions in the rear roof slopes and roof lights in the front roof slope

Date Decision: 01.10.20

**Lawful Dev. Cert. Granted (proposed)**

Level: Delegated Business Meeting

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Ref. No. : 20/02401/DISC  
Location : 585 - 603 London Road  
Thornton Heath  
CR7 6AY  
Type: Discharge of Conditions  
Ward : West Thornton

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Proposal : Details pursuant to condition 2 (Construction Logistic Plan) of planning permission 16/06526/ful granted for Demolition of existing structures and buildings at 585-603 London Road, erection of 3 four/ five storey buildings with basements comprising 593 hotel (C1) and aparthotel rooms (C1) and ancillary services the formation of new vehicular accesses onto London Road and Dunheved Road North, new public realm, car, coach and cycle parking, landscaping and refuse and recycling facilities.

Date Decision: 08.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/02884/DISC  
Location : 797 London Road  
Thornton Heath  
CR7 6AW

**Ward : West Thornton**  
Type: Discharge of Conditions

Proposal : Discharge of Conditions 1, 2, 3, 4, 5, 6, and 7 attached to Prior Approval Ref 18/06144/GPDO for Change of use from Class B1(a) (offices) to provide 101 studio flats (Class C3).

Date Decision: 02.10.20

**Approved**

Level: Delegated Business Meeting

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Ref. No. : 20/03258/HSE  
Location : 10 Oakwood Road  
Croydon  
CR0 3QS

**Ward : West Thornton**  
Type: Householder Application

Proposal : Erection of single storey rear extension and internal modifications (retrospective).

Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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Ref. No. : 20/03316/FUL  
Location : First Floor Flat  
66 Limpsfield Avenue  
Thornton Heath  
CR7 6BF

**Ward : West Thornton**  
Type: Full planning permission

Proposal : Alterations; erection of rear dormer extension and installation of 2 rooflights in front roofslope.

Date Decision: 06.10.20

**Permission Granted**

Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Level: Delegated Business Meeting

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Ref. No. : 20/03681/GPDO  
Location : 12 Cheltenham Villas  
Stanley Road  
Croydon  
CR0 3QA

**Ward : West Thornton**  
Type: Prior Appvl - Class A Larger  
House Extns

Proposal : Erection of a single storey rear extension projecting out 6 metres from the rear wall of the original house with a height to the eaves of 3 metres and a maximum overall height of 3 metres

Date Decision: 30.09.20

**Prior Approval No Jurisdiction (GPDO)**

Level: Delegated Business Meeting

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Ref. No. : 20/03880/TRE  
Location : 3 Ash Tree Villas  
Aurelia Road  
Croydon  
CR0 3BF

**Ward : West Thornton**  
Type: Consent for works to protected  
trees

Proposal : T1 Poplar - overall crown reduction of 2.5m.  
(TPO no.33, 2010)

Date Decision: 09.10.20

**Consent Granted (Tree App.)**

Level: Delegated Business Meeting

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Ref. No. : 20/03934/DISC  
Location : Croydon University Hospital  
530 London Road  
Thornton Heath  
CR7 7YE

**Ward : West Thornton**  
Type: Discharge of Conditions

Proposal : Details pursuant to condition 4 (Construction logistic plan) in reference to planning permission 19/03994/FUL granted for Demolition of three existing modular units. Erection of three single storey extensions to provide new Paediatric Inpatient Facility accommodation.

Date Decision: 08.10.20

**Approved**

Level: Delegated Business Meeting

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Decisions (Ward Order) 28/09/2020 to 09/10/2020 since last Planning Control Meeting

Ref. No. : 20/03935/CONR **Ward : West Thornton**  
Location : Croydon University Hospital **Type: Variation of Condition**  
530 London Road  
Thornton Heath  
CR7 7YE  
Proposal : Variation of Condition 3 (Landscaping) pursuant to planning permission reference  
19/03994/FUL granted for Demolition of three existing modular units. Erection of three  
single storey extensions to provide new new Paediatric Inpatient Facility accommodation.  
Date Decision: 06.10.20

**Permission Granted**

Level: Delegated Business Meeting

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