

Planning Sub-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

A meeting of the **Planning Sub-Committee** which you are hereby summoned to attend, will be held on **Wednesday, 18 November 2020 at 6.30pm**. The 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 view this meeting remotely via the following web link: <https://webcasting.croydon.gov.uk/meetings/11060>

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www.croydon.gov.uk/meetings
Tuesday, 10 November 2020

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

The agenda papers for all Council meetings are available on the Council website 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 the previous meeting (Pages 5 - 6)

To approve the minutes of the meeting held on Thursday 22 October 2020 as an accurate record.

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

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

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

5.1 20/03007/FUL 103 Wentworth Way South Croydon CR2 9EZ
(Pages 11 - 28)

Alterations and erection of two storey side extension, single storey rear/side extension and loft conversion including construction of dormer extensions in rear roof slope. Conversion of existing dwelling to form 4 flats; provision of associated car parking and cycle and refuse stores.

Ward: Sanderstead
Recommendation: Grant permission

5.2 19/05202/FUL 48 Homefield Road, Coulsdon, CR5 1ES
(Pages 29 - 44)

Demolition of existing house and erection of 1 x 4 bedroom dwelling and 3 x 3 bedroom dwellings with associated car parking, PV panels, cycle parking, refuse storage and landscaping.

Ward: Old Coulsdon
Recommendation: Grant permission

5.3 20/02410/OUT 10 Cedar Walk, Kenley, CR8 5JL
(Pages 45 - 62)

Outline application for the proposed demolition of side extension to existing house to allow access to the rear and the construction of 4 new two storey dwellings with associated amenity space, the provision of 8 parking spaces and cycling space.

Ward: Kenley
Recommendation: Grant permission

6. 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 Sub-Committee

Meeting of Croydon Council's Planning Sub-Committee held virtually on Thursday, 22 October 2020 at 9:46pm via Microsoft Teams

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

MINUTES

Present: Councillor Chris Clark (Chair);
Councillor Leila Ben-Hassel (Vice-Chair);
Councillors Paul Scott, Scott Roche and Gareth Streeter

The Chair proposed for the Planning Sub-Committee to be adjourned and reconvene at the rise of the Planning Committee meeting following the suspension of the guillotine in accordance to section 2.10 (6) in Part 3 – Responsibility for Functions. Councillor Gareth Streeter proposed for the suspension of the guillotine and to adjourn the meeting. This was seconded by Councillor Leila Ben-Hassel. The motion to adjourn the meeting was put forward to the vote and was unanimously approved.

At 9:47pm the Planning-Sub Committee meeting was adjourned

At 10:51pm the Planning Sub-Committee meeting reconvened

PART A

A62/20 **Minutes of the previous meeting**

RESOLVED that the minutes of the meeting held Thursday 10 September 2020 be signed as a correct record.

A63/20 **Disclosure of Interest**

Councillors Scott Roche and Gareth Streeter informed that they would not be participating or voting in the application for decision relating to agenda item 20/00763/FUL 36 Brighton Road Purley CR8 2LG.

A64/20 **Urgent Business (if any)**

There was none.

A65/20 **Planning applications for decision**

A66/20 **20/00763/FUL 36 Brighton Road Purley CR8 2LG**

Construction of a two/three storey building comprising 3 self-contained flats (including plot division) fronting Purley Rise; hard and soft landscaping; boundary treatment; land level alterations including excavation and part basement/lower ground level and refuse and cycle storage.

Ward: Purley

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

Mr Tom Vincent, the applicant's agent, spoke in support of the application.

The Committee deliberated on the application presentation heard before them having heard all the speakers who addressed the Committee, and in turn addressed their view on the matter.

The substantive motion to **GRANT** the application based on the officer's recommendation was taken to the vote having been proposed by Councillor Leila Ben-Hassel. This was seconded by Councillor Paul Scott.

The substantive motion was carried with three Members voting in favour.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 36 Brighton Road Purley CR8 2LG.

The meeting ended at 11:20pm

Signed:

Date:

PLANNING SUB-COMMITTEE AGENDA

PART 5: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 **ROLE OF THE COMMITTEE MEMBERS**

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

4. **THE ROLE OF THE CHAIR**

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

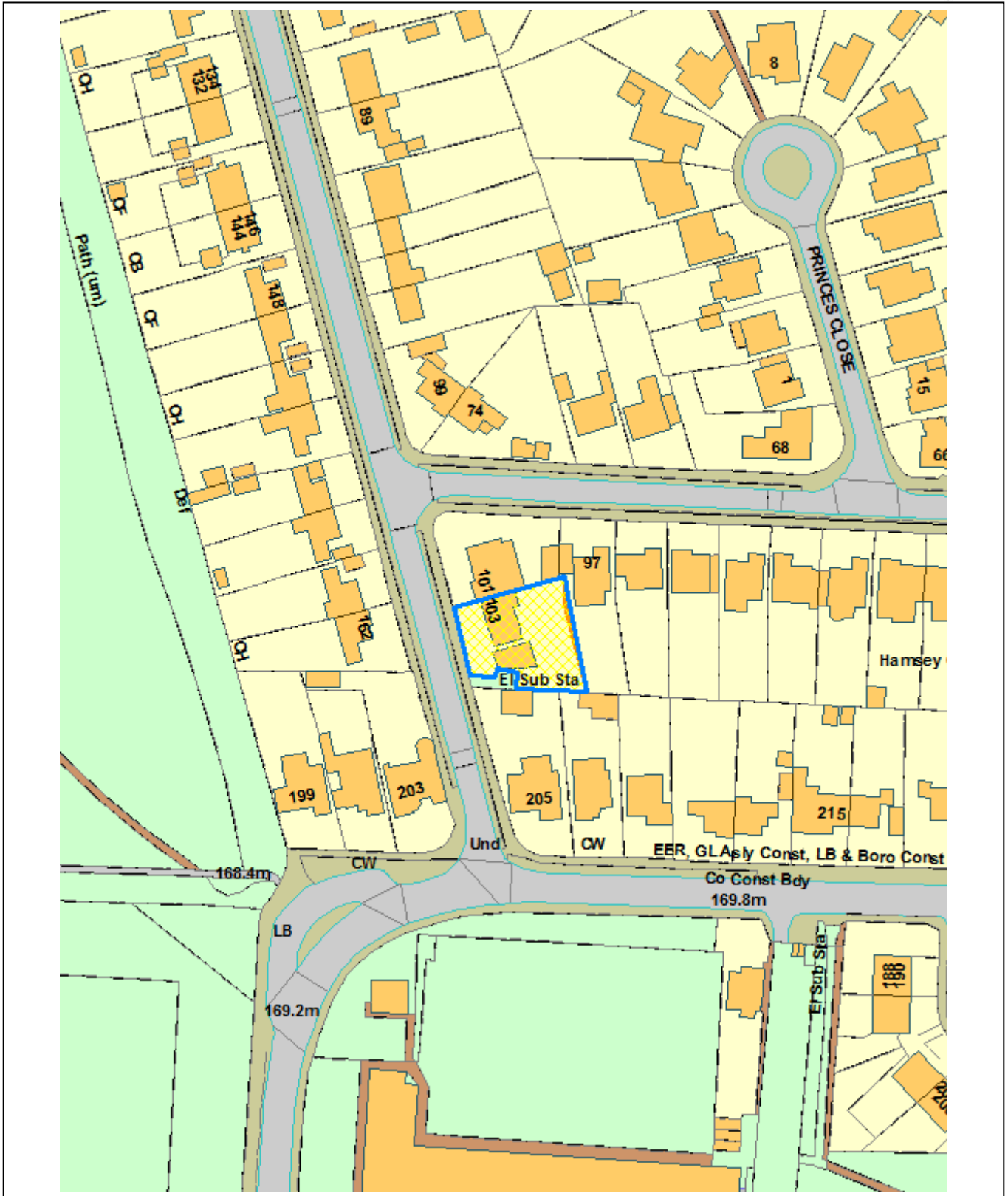
8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/03007/FUL
 Location: 103 Wentworth Way South Croydon CR2 9EZ
 Ward: Sanderstead
 Description: Alterations and erection of two storey side extension, single storey rear/side extension and loft conversion including construction of dormer extensions in rear roof slope. Conversion of existing dwelling to form 4 flats; provision of associated car parking and cycle and refuse stores.
 Drawing Nos: Location Plan, A1/167/01, A1/167/02, A1/167/03, A1/167/10-Revision D, A1/167/11-Revision A and A1/167/12-Revision C
 Applicant: Mr Jaljit Shonpal
 Case Officer: R McMinn

Proposed Residential Accommodation

1 bed/2person	2 bed/4person	3 Bed/5 person	Total
1 (25%)	2 (50%)	1 (25%)	4

Car Parking, and Cycle Storage Provision

Car Parking Space	1
Cycle Space	8

1.1 This application is being reported to Planning Committee because local Ward Councillor, Lynne Hale, has objected and referred it to Committee.

2.0 RECOMMENDATION

2.1 That the Planning Committee resolve to **GRANT** planning permission.

2.2 That the Director of Planning and Strategic Transport is delegated authority to issue a Grant of planning permission subject to the following conditions and informatives:

1. Development to be implemented within three years.
2. In accordance with the approved plans.
3. Submission of details of soft and hard landscaping, including new/replacement tree planting and biodiversity enhancements, and boundary treatments (including details of children’s playspace) for approval.

4. Following details to be submitted to Council for approval and provided, where appropriate, prior to first occupation of dwellings : refuse storage enclosure appearance, cycle storage enclosure appearance, security lighting, finished floor levels, electric vehicle charging point.
5. Submission of Construction Logistics Plan to Council for approval.
6. Parking management plan, layout and visibility spays to be provided prior to first occupation of new dwellings.
7. Submission of SUDs details to Council for approval.
8. Development to meet 110 litre per person/day water use target.
9. Materials to accord with submission details
10. No windows to be erected at first floor or above in northern flank elevation.
11. Ground floor level units to meet M4(2) accessibility standard.
12. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

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

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal is an application for full planning permission for the erection of a two storey side extension, single storey rear/side extension, loft conversion including construction of dormer extensions in rear roof slope and alterations.
- 3.2 The resulting building would be converted into four flats with provision of associated car parking and cycle and refuse stores.
- 3.3 Amendments were received during the course of the application which changed the car parking on site to 1 space instead of 3. The amendments were subject to re-notification to local residents.
- 3.4 Further changes were made to the proposed rear amenity spaces to show how trees to the rear would be retained and how a front window is altered to include obscure glazing. The amendments weren't subject to re-notification to local residents.

Site and Surroundings

- 3.5 The subject site is located on the east side of Wentworth Way which is currently occupied by a two storey semi-detached dwelling. An electricity substation is located on the south side of the site. The attached dwelling to the north was converted to flats and planning permission was granted retrospectively in 2017 while other neighbouring properties are generally semi-detached dwellings.

Single storey side extensions are common while upper levels are setback from the side boundary. The site is within a Tier 3 Archaeological Priority Area. There are no other designations from the Croydon Local Plan associated with the site.



Relevant Planning History

103 Wentworth Way

3.6 19/03998/PRE– Feedback sought prior to application.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of a residential development is acceptable given the national and local need for housing and the residential status of the land.
- The proposal includes a family unit dwelling.
- The design and appearance of the development is appropriate. Whilst acknowledged that the extension would add to the mass of built form, the massing and height of the development would be in context with the surrounding built environment.
- The living conditions of adjacent occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are 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 on street parking would be acceptable.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of 10 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: 6 Objecting: 6 Supporting: 0

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

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment	Addressed in the report at paragraphs 8.1 – 8.4
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.10 – 8.16
Harm of character of the original dwelling	Addressed in the report at paragraphs 8.10 – 8.16
Excessive massing	Addressed in the report at paragraphs 8.10 – 8.16
Visual impact on the street scene (not in keeping)	Addressed in the report at paragraphs 8.10 – 8.16
<i>Amenities</i>	
Adverse impact neighbouring amenities	Addressed in the report at paragraphs 8.20 – 8.25
Disturbance (noise, pollution etc.)	Addressed in the report at paragraphs 8.20 – 8.25
<i>Traffic & Parking</i>	
Negative impact on parking, access and traffic in the area	Addressed in the report at paragraphs 8.26 – 8.31
<i>Other matters</i>	
Impact on trees	Addressed in the report at paragraphs 8.34

6.3 Councillor Lynne Hale (Ward Councillor) referred the application to committee and objected on the following grounds:

Overdevelopment - The proposal for 4 flats would be a significant overdevelopment of this back site due to its density, siting, footprint, bulk and massing.

Housing- Loss of a much needed four bedroom home. Small room sizes offering poor living space amenity – especially given the lifestyle changes brought by Covid-19.

Amenity impact on neighbours - There would be a detrimental impact on the amenities of adjoining occupiers due to the size and siting of the proposal: loss of privacy and overlooking

Adequacy of parking/traffic - Insufficient parking arrangements and suggestion of Wentworth Way for parking is unacceptable – this part of Wentworth Way is already heavily parked and becomes severely congested at school drop off and pick up times

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

Emerging New London Plan

7.2 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 has been responded to by 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.

7.3 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.

7.4 It is important to note that in 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.

7.5 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.

7.6 Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.2 to 7.4 above.

7.7 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:

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

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

7.9 Consolidated London Plan 2016

- 3.1 Ensuring equal life chances for all
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Childrens/young peoples play & informal recreation areas

- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 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
- 7.8 Heritage
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Woodlands and trees

7.10 Croydon Local Plan 2018

- SP1 The Places of Croydon
- DM35 Addiscombe
- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban design and local character
- DM10 Design and character
- DM13 Refuse and recycling
- DM18 Heritage Assets and Conservation
- SP6 Environment and climate change
- SP6.3 Sustainable design and construction
- DM23 Development and construction
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

7.11 There is relevant Supplementary Planning Guidance as follows:

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

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 and housing mix
3. Townscape and visual impact
4. Housing quality for future occupiers
5. Residential amenity for neighbours
6. Parking and highway safety
7. Refuse storage
8. Flood risk
9. Trees, landscaping and biodiversity
10. Other planning 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 (although in the process of being amended) proposes 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 The Croydon Suburban Design Guide (2019) sets out how suburban re-development 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 residential development providing new and additional homes within the borough, which the Council is seeking to provide. 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.

Housing and Housing Mix

- 8.5 Policy DM1.2 of the CLP states that '*The Council will permit the redevelopment of the residential units where it does not result in the net loss of 3 bedroom homes (as originally built) or the loss of homes smaller than 130m²*'.
- 8.6 The house as originally built has 4 bedrooms and an existing floor area of 184.7m². The proposal would not lead to the loss of a small family house and its conversion to flats is acceptable in principle subject to meeting other relevant policies of the London Plan and the CLP. Some objections have raised the matter of a restrictive covenant on the property, however, covenants are not *material* to the consideration of a planning application proposal as they are not subject to the Planning Acts.
- 8.7 Policy SP2.7 seeks to ensure that a choice of homes is available to address the borough's need for homes of different sizes. It sets a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms. In terms of character the Council's Suburban Design Guide advises that '*The built character of an area is not defined by the people who live there, but rather the physical characteristics that it is composed of. Character can change over time and it should be acknowledged that well-designed proposals can have a positive effect on an area. This means that new types of dwelling can be integrated into an existing community*'. Therefore, the definition of character would not preclude new 'flatted' development within a residential area.
- 8.8 The development proposes 4 flats and a unit mix comprising of 1 x 1 bedroom/2 person (25%), 2 x 2 bedroom/4 person (50%), and 1 x 3 bedroom/5 person (25%) flats. The proposal would make provision for 25% of the accommodation as family (3 bedroom) accommodation while the two bedroom 4 person dwellings can also be considered to add to the family housing stock. The proposal would contribute to the family housing stock and would be in line with the principles of the NPPF in delivering a wide choice of quality homes and London Plan Policies 3.8 housing choice, 3.9 mixed and balanced communities.

Townscape and Visual Impact

- 8.9 The design guidance of the SDG specifies extensions and alterations to an existing dwelling should respond to character and be subservient in scale whilst developing a high quality approach to the design in terms of the form, fenestration, materials and detailing. Any proposals which are considered to have a detrimental impact on character will generally be unacceptable.



- 8.10 The design guidance of SDG advises two-storey side extensions are appropriate where space is sufficient and the impacts on the townscape are considered. In terms of townscape two storey side extensions should consider the existing rhythm of the street, including for example characteristic gaps between properties and the symmetry of pairs of semi-detached homes. They should not result in an overly wide or poorly proportioned elevation facing the street. This can usually be avoided by setting the extension back from the existing front elevation; this should be at least 1m at the first floor. They should not exceed the eaves and roof ridge line of the existing house.
- 8.11 In this case it is considered that the side extensions would comply with the SDG guidance. The main width of the existing semi-detached house is 11m, whereas the proposed two storey side extension would add 4 metres in width which would replace an existing garage. The two storey side extension would have the same ridge height as the existing building and would be of a similar form and finished with a hipped roof. A side access and a power substation would be located next to the two storey side extension which would result in a buffer of approximately 5m from the edge of the neighbouring residential property at 205 Tithepit Shaw Lane. The extension would not have such an impact on the appearance of the pair of semi-detached properties as to be detrimental to the streetscene.
- 8.12 The single storey side extension would be located behind the substation where the site is wider due to the angled side boundary and it would extend 5.65m further to side. Given the single storey side extension would be setback 5.5m from the front of the proposed two storey side extension and the obstruction from the substation, it would be subservient and would not present as an overly wide façade.

8.13 The proposed rear dormer would be visible from Princes Avenue which is consistent with the appearance of the dormer of the attached property at 101 Wentworth Way which has been recently converted to flats. There is also a large rear box dormer at 99 Wentworth Way that is visible from the street. The SDG specifies that dormers should not be more than two thirds of the width of the roof and set in from the edge of the roof. The proposed dormer would comply with the SDG guidance and would be appropriate. The proposed extension would be finished in brick to match the existing house and with roof tiles to also match the existing house. There is no objection to the proposed materials subject to them being good match for the existing house.



Proposed front elevation



Proposed rear elevation

8.14 Therefore, taking these matters into consideration the proposed extensions would be proportionate and subservient to the siting, massing and height of the main dwellinghouse. The extension would maintain the pattern of spacing of development found in the locality. It would have no adverse effect on the visual amenity of the street scene and locality.

- 8.15 The application site is within an established residential area and one in which there is examples of wide front facades and some flatted developments. The individual and cumulative impact of the development on the local character is considered to be acceptable as assessed above. The proposal would result in a development that would have an acceptable impact on the appearance of the street scene and accords with the national and local requirements to intensify the development potential of sites and to optimise the delivery of additional housing in a sustainable manner.
- 8.16 Therefore, having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.17 All of the proposed new units would comply with or exceed the internal dimensions required by the Nationally Described Space Standards (NDSS). While no communal amenity space is proposed on site, all flats would have private external amenity spaces in the form of a private garden area to the rear of the site which exceeds the requirement in Policy DM10.4. While the upper floor flats (flat 3 and 4) would not have direct access to the amenity space, easy access would be provided through the building via a central access. Given this proposed development would be a conversion of an existing building and due to the access and size of the private amenity spaces, on balance, and it is considered sufficient amenity space is provided for the dwellings.
- 8.18 A bedrooms of Flat 1 on the ground floor would look directly out to the front communal path to the communal side garden, however plans have been amended during the application to show the window with obscure glazing below 1.7m from floor level to provide sufficient privacy for the bedroom. While the provision of outlook would be less, this can be appropriate in this instance as it is the smallest bedroom for the flat and an existing opening can be utilised. Other ground floor bedroom windows of Flats 1 and 2 face towards the front but would have a planting area below it to provide some defensible space. Officers are satisfied that the internal spaces would be able to accommodate acceptable in-built storage for future occupants. The 3 bedroom flat would be located at ground floor and this would assist with ease of access for the family dwelling. The car space located in front of Flat 1 would be allocated to Flat 1, therefore, it is considered that the use of the space would not result in any unreasonable disturbance.
- 8.19 Policy requires that 90% of units meet the “easily accessible and adaptable” standard M4(2) and 10% meet “wheelchair user” M4(3) standard but with flexibility allowed, in the draft London Plan, for developments of four storeys or less where there are exceptional circumstances. The proposal being mainly a conversion of an existing building and with two units on upper floors potentially served by lifts is considered to be an exceptional circumstance where it is

acceptable for these standards not to be met. The ground floor units however can comply with the M4(2) standard which can be secured by condition.

8.20 Overall, the proposed development could provide a pleasant place to live for future occupiers. The proposed provision of soft landscaping to the forecourt would contribute to a pleasant public realm.

Residential Amenity for Neighbours

8.21 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties or have an unacceptable impact on the surrounding area. This can include loss of privacy, daylight, sunlight, outlook or an increased sense of enclosure. It is considered that the position of the site and siting and massing of the proposed building on the site would not have any adverse effect in terms of light, privacy, or outlook on the amenities of residents in adjacent properties. The properties bounding the site are to the north at 101 Wentworth Way, east at 93 Princes Avenue, and to the south at 205 Tithepit Shaw Lane.

- **101 Wentworth Way**

8.22 The proposed rear single storey extension would extend beyond the rear building line of the nearest flat at 101 Wentworth Way, however, it has been demonstrated that the proposed extension would not project beyond a 45 degree angle measured from the nearest rear facing habitable room window. No windows would face towards this side of the site. Therefore, this complies with the SDG and no adverse loss of privacy, light, or outlook would result from the proposed extensions.

- **93 Princes Avenue**

8.23 The proposed single storey rear extension would be located between 6.5m and 7.5m from the amenity space of 93 Princes Avenue. This rear extension would not cause any unreasonable impact due to the separation distance and, being single storey, would not result in overlooking. The proposed dormer would include windows which face towards the amenity space of 93 Princes Avenue, however, this would not be significantly different from the views that already occur from the first floor rear facing windows of the existing dwelling. Therefore, it is considered that the proposal would not cause any unreasonable impact on the amenity of the neighbour and is similar to existing circumstances.

- **205 Tithepit Shaw Lane**

8.24 The proposed two storey side extension would be located approximately 20m from the rear of the dwelling at 205 Tithpit Shaw Lane. This would comply with separation distance of 18 metres as recommended in the SDG. While the existing garage on the neighbouring site would block most of the views to the single storey side extension it would not in any case have an unreasonable

impact on the amenity of the neighbour. No side windows are proposed on the south elevation and there would not be any adverse amenity impact.

- **Other Amenity Issues**

8.25 In terms of noise and general disturbance it is considered that there would be noise and general disturbance result from demolition and construction works. However, a condition is recommended to ensure that a construction logistics plan is submitted for approval to manage and minimise disturbance. The development would result in noise levels from the dwellings proposed that is consistent with surrounding residential noise given the minor nature of the development.

8.26 In terms of safety and security, there would be natural surveillance from the proposed flats over the highway of Cheyne Walk. Details of security lighting to the external access and external circulation areas would be secured by condition.

Parking and Highway Safety

8.27 Vehicular access to the site will be from an existing vehicle access from Wentworth Way. A total of 1 car parking space will be provided at ground level and is assigned to Flat 1 (3 bedroom flat). The parking provision would therefore equate to just less than 0.25 car parking space per dwelling and for a scheme including 1 three bedroom flat this is considered an acceptable provision. The site has Transport for London Ptal rating of 1a which indicates poor level of accessibility to public transport links.

8.28 The Planning Statement specifies a parking stress survey submitted with a development application for two proposed dwellings on a neighbouring site (97 Wentworth Way – ref 20/04287/FUL) which demonstrates that there is low on street parking stress (between 35% and 39% of 85 spaces occupied). It is noted in the survey that where roads are too narrow to allow for cars to be parked on both sides of the road that these spaces are omitted from the survey along with any kerbside space within 5m of a junction. A site visit also confirmed that there is space available for parking on the nearby roads. Therefore, it is considered that there is sufficient capacity for car parking on the street for the proposed overspill of 3 car parking spaces of the proposed development as well as the overspill from the proposal at 97 Wentworth Way.

8.29 The site is within a relatively short walking distance to of local bus stops for routes 357, 403, 409 and 685. Cycle storage provision for 8 cycles within an enclosed structure is also made for the dwellings. The cycle storage provision would comply with the minimum standards set out in the London Plan. Further details can be secured via condition to ensure the cycle storage is appropriately accessible and sized.

- 8.30 Given all these circumstances it is considered that the amount of off-street car parking provision would be acceptable.
- 8.31 In terms of road safety the vehicle access is existing, however, further details can be secured via condition to ensure sightlines and visibility splays are appropriate.
- 8.32 Full details of a construction logistics plan can be secured by condition to ensure that the demolition and construction works would be undertaken in a considerate manner.

Refuse Storage

- 8.33 The refuse storage would be sited to the rear of the substation. While officers are satisfied the area could provide an acceptable bin volume for co-mingled refuse the access to the store from the road is narrow (1.25m wide) and would require the occupants to move the bins out for collection. The enclosure would be largely screened from view from Wentworth Way by the substation and landscaping. Details of a waste management plan to demonstrate how the bins will be move out for collection and details of the provision of bins can be secured via condition.

Flood Risk

- 8.34 The site is within an area with a medium risk of surface water flooding. A Sustainable Urban Drainage strategy (SUDs) can be secured by condition.

Trees, Landscaping and Biodiversity

- 8.35 No mature trees are proposed to be removed, while some small trees to the rear would be retained on the site. Private rear gardens and buffer planting is also proposed on the site and would provide an opportunity to provide additional trees and planting on the site. Further details to on the hard and soft landscaping can be secured via condition. Full details of tree planting and other planting could be secured as part of the recommended landscaping condition.

Other Matters

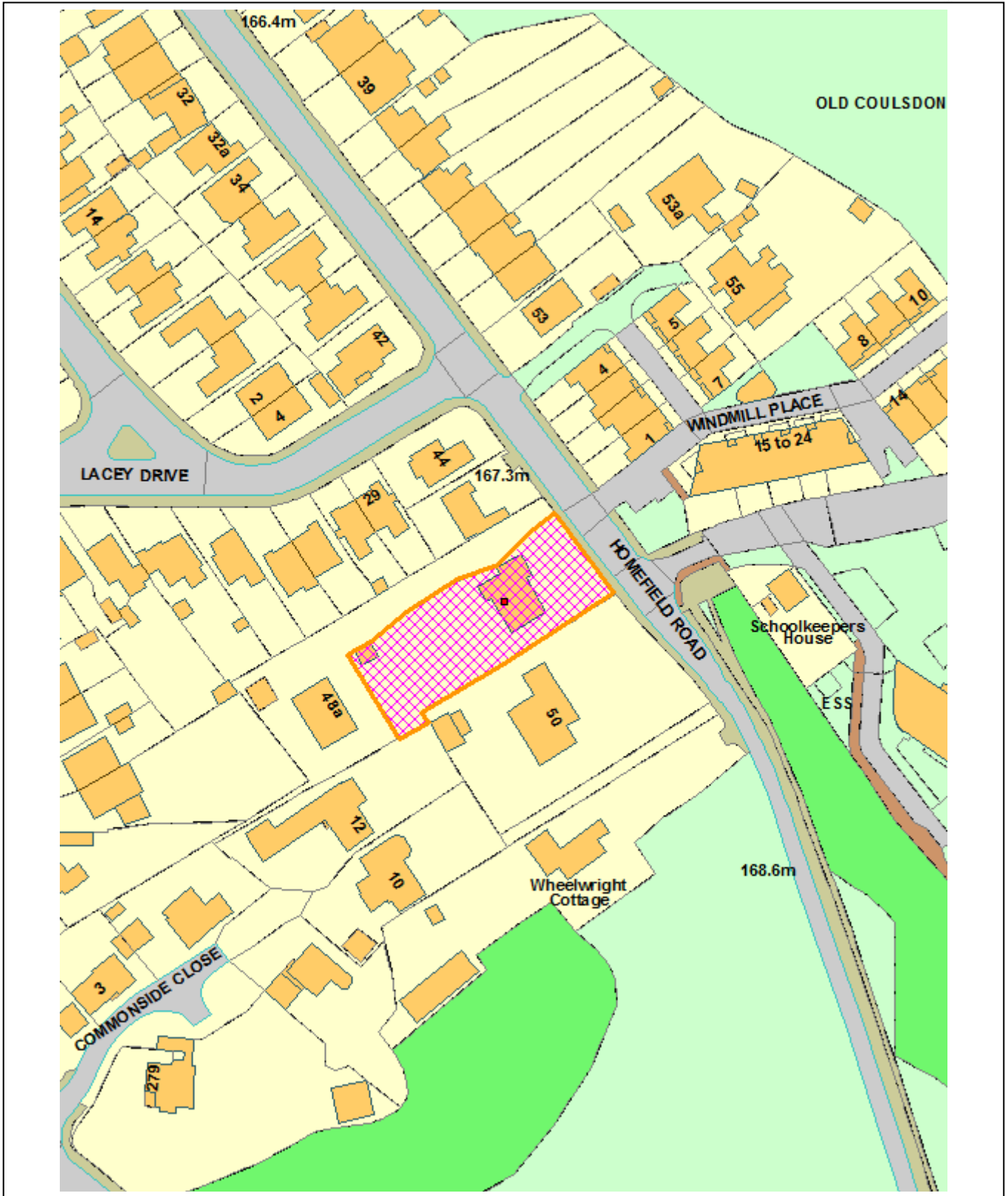
- 8.36 The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

- 8.37 Given the significant need for housing within the Borough, the principle of this residential development is considered acceptable within this area. The proposed design would respect the character and appearance of the residential

area and would represent a sensitive and sustainable redevelopment of the site. Whilst it is acknowledged that the mass of built form would be greater than the existing building currently on site, the proposal would be in context with the transition of the surrounding environment. The proposal would have no significantly harmful impact on the amenities of the adjacent properties and the application demonstrates that the impact on the highway network would be acceptable. Officers are satisfied that the scheme is worthy of a planning permission.

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



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PART 5: Planning Applications for Decision**Item 5.2****1.0 SUMMARY OF APPLICATION DETAILS**

Ref: 19/05202/FUL
 Location: 48 Homefield Road, Coulsdon, CR5 1ES
 Ward: Old Coulsdon
 Description: Demolition of existing house and erection of 1 x 4 bedroom dwelling and 3 x 3 bedroom dwellings with associated car parking, PV panels, cycle parking, refuse storage and landscaping
 Drawing Nos: LP/48HRC/020 B, 1708 /A / 1001, 1708/A/1006 REV 01, 1708/A/1005 REV 02, 1708/A/1002 REV 02, 1708/A/1000, 10164_102, 1708/A/1010 REV 02, 1708/A/1003 REV 02, 1708/A/1008, 1708/A/1014 REV 02, 1708/A/1012 REV 03, TPP/48HRC/010C2
 Applicant: Mr C Robinson
 Agent: Mr Howard Carter- Thinkingspace Ltd
 Case Officer: Victoria Bates

	1 bed	2 bed	3 bed	4 bed	5 bed
Existing					1
Proposed			3	1	

All units are proposed for private sale

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

- 1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received and the application has been referred by Councillor Bird.

2.0 RECOMMENDATION

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

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
3. Construction Logistics Plan to be submitted
4. Details of hard and soft landscaping
5. Details of site specific SuDS to be submitted
6. Details of materials to be submitted
7. Removal of permitted development rights
8. Details of electric vehicle charging point to be submitted
9. Details of cycle parking

10. Details of biodiversity enhancements
11. M4(2) and M4(3) units to be retained
12. No other openings other than as specified in the application
13. 19% Carbon reduction
14. 110litre Water usage
15. 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) Highway works
- 4) Accessible units
- 5) 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

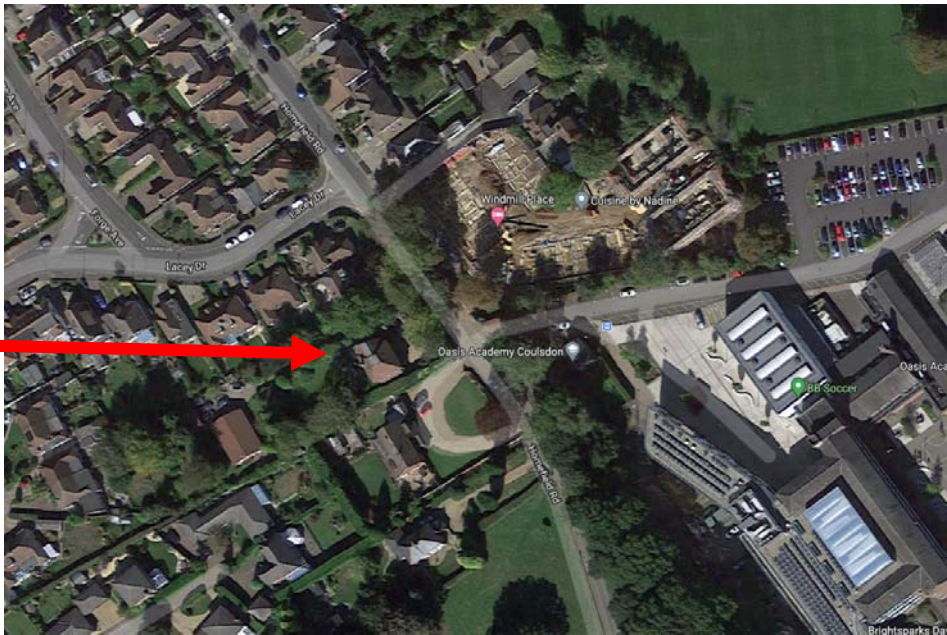
- 3.1 The proposal includes the following:

- Demolition of existing house
- Erection of 1 x 4 bedroom dwelling and 1 x 3 bedroom dwellings
- Creation of a new access and provision of 8 off-street parking spaces
- Provision of associated refuse and cycle stores

- 3.2 During the course of the application amended plans have been received to: retain more trees, reduce the height of the dwellings from three storeys to two, introduce pitched roofs instead of flat roofs, remove and direct windows.

Site and Surroundings

- 3.3 The site is a detached house located on land at 48 Homefield Road. Both properties have generous gardens and are accessed from Homefield Road. A number of trees on site are the subject of Tree Preservation Orders (12, 1985). While the site itself is not in a flood zone, the area is susceptible to flooding from surface water (storm water runoff after rain events causing flooding). The site is in an area with a Public Transport Accessibility Level (PTAL) of 1b on a scale of 1 to 6 with 1 representing an area with low levels of access to public transport. The site is also in an Archaeological Priority Area.



Planning History

3.4 None

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The proposal creates 4 family sized units
The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant.
- The level of parking and impact upon highway safety and efficiency is considered acceptable.
- 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 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: 99 Objecting: 99 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>	
Overdevelopment of the site	Addressed in Sections 8.2-8.6 of this report.
Out of keeping with existing development in the area in terms of height and bulk. Obtrusive design.	Addressed in Sections 8.7 – 8.12 of this report.
Impact on setting on nearby Locally Listed	The proposal is sufficiently separated from this building to cause harm to its setting.
<i>Impact on amenities of neighbouring properties</i>	
Overbearing impact on and loss of light and privacy to neighbouring properties	Addressed in Sections 8.18 - 8.24 of this report.
Extra pollution and noise disturbance	This is a residential development and there is no evidence or reason to suggest that the proposal would result in extra pollution or noise that is not associated with a residential area.
<i>Trees/Ecology/Environment</i>	
Impact on wildlife	Addressed in Section 8.35
Loss of trees	Addressed in Section 8.35
<i>Transport and parking</i>	
Increased traffic	Addressed in Section 8.25-8.30 of this report.
<i>Amenities of future occupiers</i>	
Gardens are too small	The private amenity spaces meet policy requirements
<i>Other matters</i>	

Increase in flood risk	Addressed in Section 8.33 of this report
Houses are not affordable	There is no policy requirement for these units to be affordable
Insufficient infrastructure to support additional housing	This application will be liable for CIL (Community Infrastructure Levy)

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

Policy 3.3 of the London Plan 2016 recognises the pressing need for more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments. The impact of the draft London Plan is set out in paragraph 7.7 below.

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
- 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

A replacement for the London Plan, in the form of the New London Plan 2019 (NLP) has been subject to public consultation and an examination in public (EiP). Subsequently the Mayor's Intend to Publish NLP has been published following on from the Planning Inspector's Panel Report, with the Secretary of State subsequently commenting on the Mayor's Intend to Publish NLP. Whilst the NLP is yet to be formally adopted, it is close to adoption and whilst the weight afforded to it is down to the decision maker, its weight continues to increase as it gets closer to adoption.

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers

4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. 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 (although in the process of being amended) proposes 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 The Croydon Suburban Design Guide (2019) 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 development providing additional homes within the borough, which the Council is seeking to promote. The site is located within an existing residential area and as such providing that the proposal respects existing residential character and local distinctiveness, and accords with all other relevant material planning considerations, the principle of development is supported.
- 8.5 CLP Policy DM1.2 seeks to prevent the net loss of 3-bedroom homes (as originally built) and homes less than 130m². The existing building on site is a 5 bedroom house with a floor area of approximately 234sqm. There would 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. The proposed mix is 1 x 4 bedroom dwelling and 3 x 3 bedroom dwellings which constitutes as 100% family housing.

Townscape and Visual Impact

- 8.7 This side of Homefield Road is made up of detached houses with varying character. There is a school and new development of 24 residential units (16/06400/FUL) The

building on the application site does not hold any special significant architectural merit or protection and therefore there is no objection to its demolition.

- 8.8 CLP Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys whilst respecting a) the development pattern, layout and siting; b) the scale, height, massing and density; and c) the appearance, existing materials and built and natural features of the surrounding area.
- 8.9 The Suburban Design Guide suggests that where surrounding buildings are predominantly detached dwellings of two (2) or more storeys, new developments may be three (3) storeys with an additional floor contained within the roof space or set back from the building envelope.
- 8.10 The proposed dwellings would be two storeys in height and arranged across the site with the dwelling at the front addressing the street. The design of the scheme would follow the contemporary reinterpretation approach set out in the Suburban Design Guide. The footprint of the houses and roof form are generally in keeping with the surrounding height and massing. The window openings and curved ground floor elevation add interest and a contemporary feel to the dwellings.



- 8.11 To accommodate the additional units, the building line would be brought forward of the existing dwelling. The house at the front would face onto the street and the other three houses would face northwards. To the south and west of the site, the development pattern is irregular- with a mix of detached bungalows and two storey dwellings which are accessed from cul de sacs, long driveways and lanes from the highway. As such, the development would respect this development pattern and although the dwelling at the front would sit slightly forward of the building line, it would be sufficiently separated visually from 46 and 50 Homefield Road that it would not dominate the streetscene.
- 8.12 Therefore having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development that would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.13 All of the proposed new units- 1 x 4 bedroom 7 person units and 3 x 3 bedroom 5 person units would comply with internal dimensions required by the Nationally Described Space Standards (NDSS).

- 8.14 The proposed units are all dual aspect which allows to a good level of cross ventilation and levels of daylight. All units have appropriate layouts.
- 8.15 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All private amenity spaces exceed the required standards.
- 8.16 Policy 3.8 of the London Plan and D7 and H2 of the Draft London Plan set out that 90% of units should meet M4(2) and 10% M4(3) but that flexibility should be applied on smaller schemes if exceptional circumstances prevail. One unit would be M4(3) compliant and three M4(2).
- 8.17 Overall, the development would provide an acceptable standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.18 Policy 7.1 of the London Plan indicates that in their neighbourhoods, people should have a good quality environment. Policy DM10 of the Croydon Local Plan requires the Council to have regard to the privacy and amenity of adjoining occupiers. Policies SP4.1 and SP4.2 seek to respect and enhance character, to create sustainable communities and enhance social cohesion and well-being.
- 8.19 The one of the most affected neighbours would be 50 Homefield Road. The proposed dwelling at the front of the site would have ground floor windows on the side elevation – screened by the boundary treatment and no first floor windows facing towards number 50. The first floor side window would be directed towards the street- which is an improvement on the existing side facing windows that face directly onto 50 Homefield Road. The foot print of this unit would be similar to the existing dwelling and therefore would not appear overly dominant or cause a loss of outlook.
- 8.20 The two middle dwellings would be separated from number 50 by 15.8-16 metres and at first floor by 17.1-17.3 metres. At ground floor the rear windows of the units would be screened by the boundary treatment. At first floor, the second unit from the street would have windows directed to the street (East) and the other unit would have windows directed to the rear of number 50 (South). The existing trees on the boundary would be retained in order to provide additional screening. The separation distance falls slightly short of the 18 metres set out in the Suburban Design Guide (2019). However, paragraph 2.9.17 states that angled windows can be used to mitigate overlooking where separation distances cannot be achieved and also the 18 metre distance is based upon a back to back relationship whereas 50 Homefield Road is perpendicular- so their rear windows face away from the application site.
- 8.21 The proposed unit at the rear of the site would not have directed windows at first floor. The windows would face towards the rearmost part of number 50's garden and 12 Commonside Close which would be more than 10 metres from the rear elevation of either property. Also, a tree would be retained in the corner of the site which would aid screening. The proposed dwellings would be orientated north of both properties so no shadowing or loss of light would occur. Overall, the proposal would not cause significant harm to the amenities of 50 Homefield Road or 12 Commonside Close.



- 8.22 Immediately to the north of the site is an access road serving 48A Homefield Road which separates the site from 46 Homefield Road and the properties that front Lacey Drive. It is lined with trees and hedges. The proposed unit at the front would have one first floor window on the side elevation –but it would face directly onto the flank wall of 46 Homefield Road which has no windows. The proposal will therefore not have a significant detrimental impact on the amenities of this property
- 8.23 The proposed units would be separated from the properties on Lacey Drive by between 21 and 24 metres. This accords with the Suburban Design Guide (2019). In addition to this, the scheme has been design with only one first floor window (per unit) facing towards Lacey Drive and this will have a shroud which will limit wider views to some extent and the trees and hedges along the lane will obscure some views. The proposal will therefore not have a significant detrimental impact on the amenities of the properties on Lacey Drive.



8.24 The site adjoins 48A Homefield Road at the rear. This property is a bungalow with windows serving habitable rooms facing onto the site. There are 2 x cypress trees and a holly tree at the rear of the site that provides a dense and tall screen. The separation distance would be 8.7 metres between the front elevation of 48A and the side elevation of the two storey dwelling. A hawthorn tree will be retained in the southern corner of the site a new hawthorn will be planted in the opposite corner. The separation distance would be 8.7 metres which falls short of the guidance of 18 metres within the Suburban Design Guide (2019) for back to back distances- however this is a side to front relationship for which there is no specific guidance. The proposed dwelling would only have one high level, obscurely glazed at first floor level- so the proposal would not cause any loss of privacy or overlooking towards 48A.

The ground floor of the proposed side elevation would be screened by hedging and so only the first floor would be visible. The outline of the unit would have a similar massing as the existing cypress trees which currently limit the outlook from the front facing windows of 48A. Overall, the proposal will therefore not have a significant detrimental impact on the amenities of the properties on 48A Homefield Road.



Parking and Access

Parking

- 8.25 The site has a public transport accessibility level (PTAL) of 1b which is poor. The site is served by two bus services – 401 and 466.
- 8.26 Two car parking space would be provided for each unit. This is in accordance with London Plan standards and would be an adequate provision given the size of the units and PTAL. A condition would be attached to the permission to require 20% active and 80% passive Electric Vehicle Charging Points.
- 8.27 Eight cycle parking spaces would be provided for each unit within their own store. This meets the requirements of the London Plan. Details would be conditioned.

Access

- 8.28 There is an existing central crossover which would be moved.
- 8.29 The Transport Statement provides manoeuvring plans that demonstrate that a vehicles can manoeuvre into the site.
- 8.30 A pedestrian route through the site would be indicated by a change in surfacing.

Refuse storage/collection

- 8.31 A refuse storage area is shown in the middle of the site and a store for bulky waste slightly closer to the front of the site. The store would meet the required distances for residents and refuse crews. Details of the store would be conditioned.

Environment and sustainability

- 8.32 Conditions will 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.
- 8.33 The site itself is located within an area which is of 'very low' risk of surface water flooding with limited potential for groundwater flooding to occur. Policy DM25 requires all development to incorporate sustainable drainage measures (SuDS). The report outlines SuDS measures that could be feasible at the site including permeable paving and soakaways. A condition requiring site specific SuDS measures would be imposed on any planning permission.

Other matters

- 8.34 Archaeology- Historic England do not require any assessments as the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.
- 8.35 Trees and landscape – there are five protected trees on the site (TPO, 12 1985) and two along the lane to 48A Homefield Road which is outside of the site. The protected trees are three at the front of the site and two on the south eastern boundary. None of these protected trees would be removed as part of the proposal. Two clusters of category C trees and shrubs would be removed on the southern corner and north eastern boundary. Three trees would be planted as well as hedging along the entire boundary of the site. Overall, there would be a net loss in trees, however a sufficient number of trees would be in place to retain the character of the site.

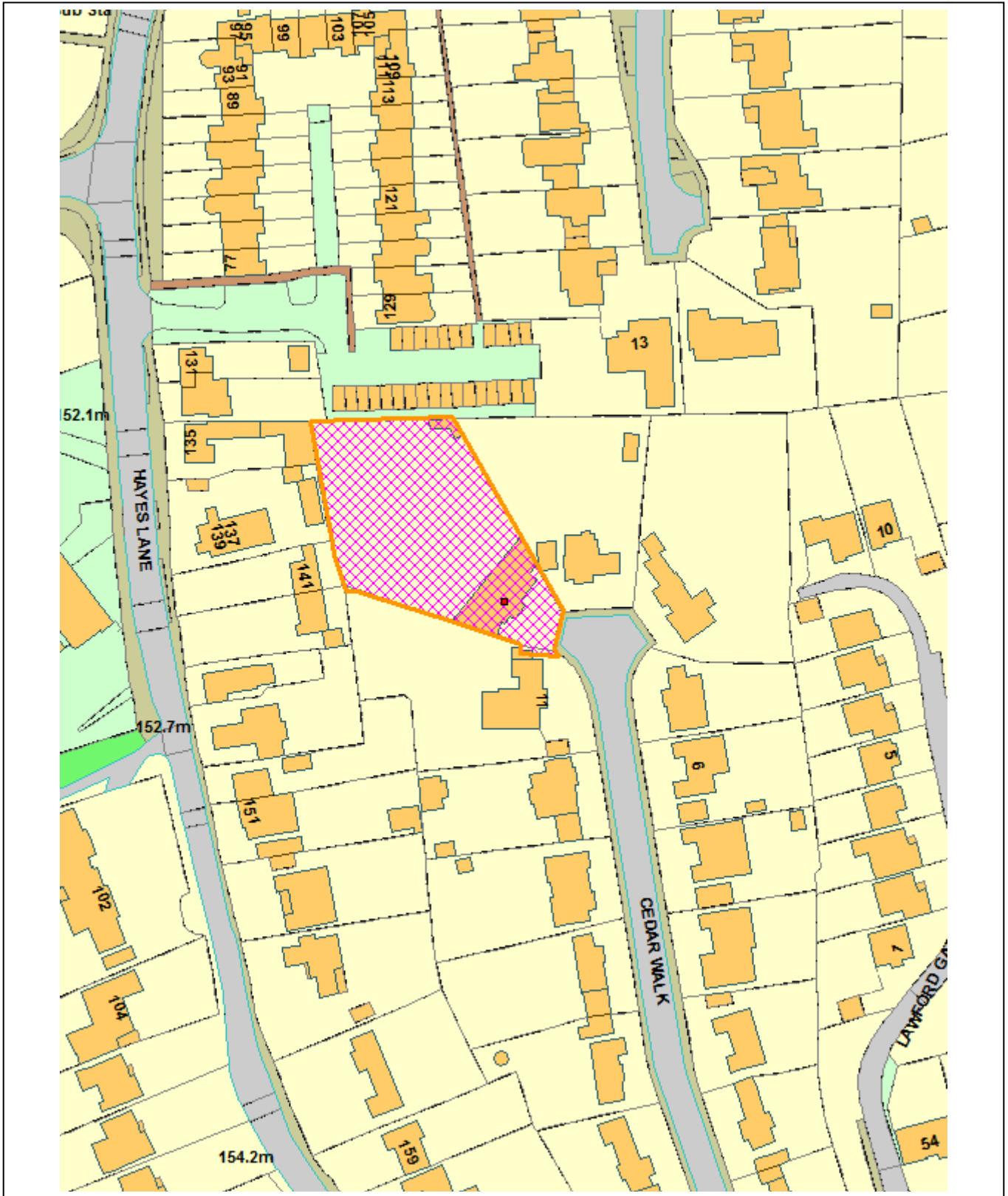
Extensive discussions with the Council's Tree Officer have taken place to prevent harm to the protected trees at the front of the site. The utilities would be as far as possible from the RPAs and a moling technique would be used to minimise the impacts.

- 8.36 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.

Conclusion and planning balance

- 8.37 The principle of residential development is considered acceptable in this area. The development accords with policy requirements and the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. The proposal has been designed to ensure there would be no unacceptably harmful impact on the amenities of the adjacent properties and provides adequate amenity for future residents. The impact on the highway network is acceptable. The proposal's design and appearance is satisfactory and does not weigh against it in the balance. The proposal would provide acceptable quality of accommodation and much needed family. Therefore, with the conditions recommended the proposal is considered to be accordance with the relevant polices.
- 8.38 All other relevant policies and considerations, including equalities, have been taken into account.

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PART 5: Planning Applications for Decision

Item 5.3

1. SUMMARY OF APPLICATION DETAILS

Ref: 20/02410/OUT
 Location: 10 Cedar Walk, Kenley, CR8 5JL
 Ward: Kenley
 Description: Outline application for the proposed demolition of side extension to existing house to allow access to the rear and the construction of 4 new two storey dwellings with associated amenity space, the provision of 8 parking spaces and cycling space.
 Drawing Nos: Site Plan, CEDRWLK-SK-011, CEDRWLK-SK-001, Vehicle Tracking.
 Applicant: Mr O'Sullivan
 Case Officer: Alex Green

	3 Bedrooms	4 Bedrooms
Existing	1	0
Proposed	1	4

Number of car parking spaces	Number of cycle parking spaces
10	8

1.1 This application is being reported to Planning Sub-Committee because the number of objections letters received is above the threshold in the Committee Consideration Criteria, and the application was referred by ward Councillors Steve O'Connell and Jan Buttinger.

2 RECOMMENDATION

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

- A financial contribution of £6000 towards sustainable transport including but not limited to car club bays on street with EVCP's and/or highway changes including on street restrictions and proposals for Hayes Lane and the

Kenley Transport study in general to provide improved pedestrian and vehicle access.

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

Conditions

Standard Conditions

1. Development begun no later than two years from the final approval of reserved matters;
2. Application for approval of reserved matters to be made within 3 years of date of permission;
3. Development to be carried out in accordance with the approved drawings;
4. Approval of reserved matters (Appearance, Landscaping, Layout and Scale) prior to any development on site.

Pre Commencement Conditions

5. Demolition/Construction Logistics Plan to be submitted prior to any development on site.

Prior to Above Ground Works Conditions

6. Cycle storage and refuse management plan;
7. SuDs details across the site;
8. Disabled parking bays provision and electric vehicle charging points.

Pre Occupation Conditions

9. Visibility splays as approved;
10. Parking as approved.

Compliance Conditions

11. Energy efficiency;
12. Water efficiency;
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

1. Community Infrastructure Levy;
2. Granted subject to a Section 106 agreement;
3. Code of Practice for construction sites;

4. Ecology;
5. Waste and Recycling;
6. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the demolition of the side extension to the existing house to allow access to the rear of the site, and the construction of 4 two storey four bedroom dwellings with associated amenity space, the provision of 8 parking spaces and cycling space.
- 3.2 Matters for consideration under this planning application are:
 - Access.
- 3.3 The appearance, landscaping, layout and scale of the proposal are reserved matters for approval at a later date although are indicatively shown on the plans.

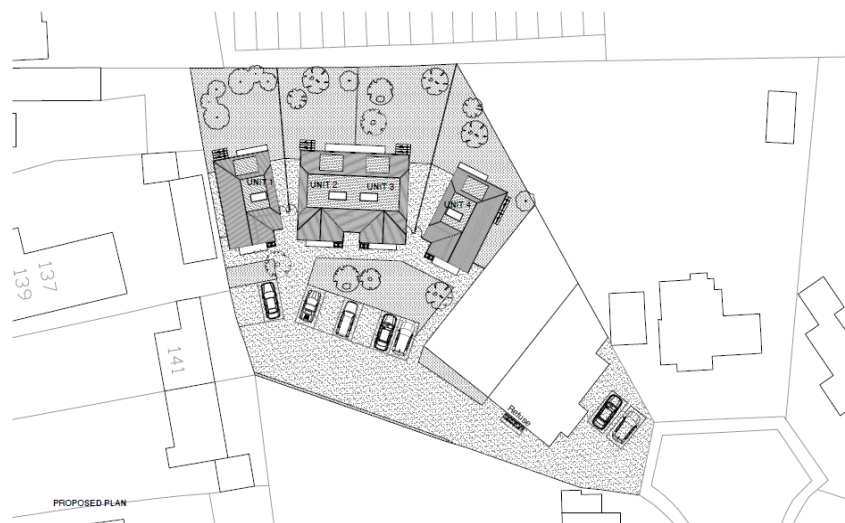


Figure 1: Proposed Site Plan.

Site and Surroundings

- 3.4 The application site is located on the north west side of Cedar Walk in Kenley and the surrounding area is characterised by detached dwellings and bungalows on large plots. The surrounding area contains a variety of style of dwellings though there are number of properties similar in appearance to the host property. The application site consists of a two storey detached dwelling with a gable ended roof on one side and hipped on the other. The site has no land use designations. In

terms of flooding, the site is not located with an Environment Agency flood zone, though it is at risk of surface water flood, albeit low. There are no Tree Protection Orders (TPO) on the site, and the Public Transport Accessibility Level (PTAL) is 0. The site is located in an Archaeological Priority Area.

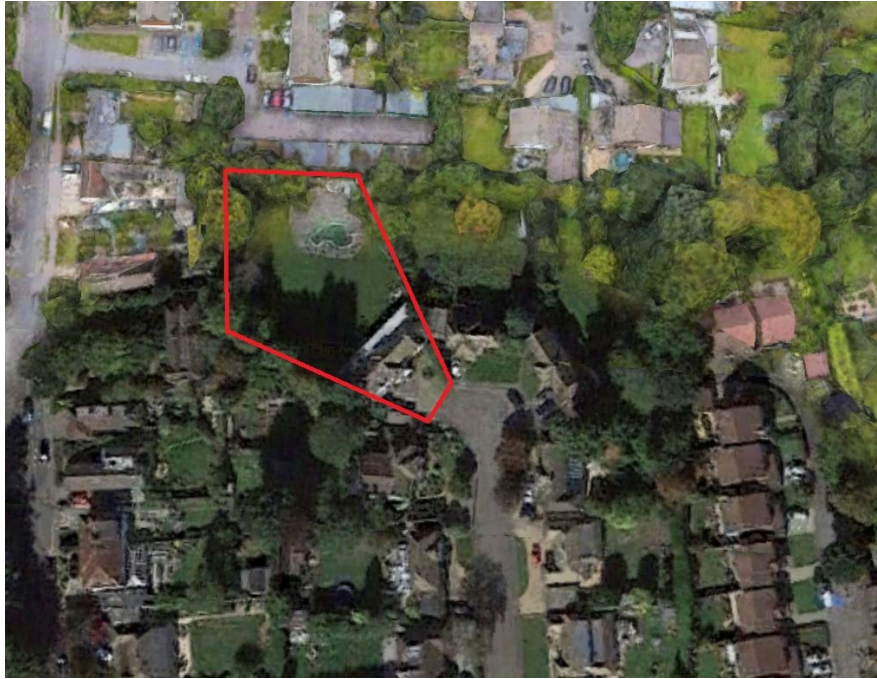


Figure 2: Aerial view of the site's location.

Planning History

3.5 The following planning decisions are relevant to the application

- 89/02217/P - Erection of single storey rear extension. Permission Granted.
- 90/00328/P - Erection of first floor side extension. Permission Granted.

4 CONSULTATION RESPONSE

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

5 LOCAL REPRESENTATION

5.1 A total of 10 neighbouring properties were notified about the application and invited to comment. The application has also been publicised on site. The number of representations received from neighbours, local ward Councillors and Local MP in response to notification and publicity of the application are as follows:

No of individual responses: 39 Objecting: 39 Supporting: 0

Summary of Objections	Response
<i>Principle of Development</i>	
Overdevelopment and high density housing	See Section 7a.
Too little amenity space for No. 10 Cedar Walk	See Section 7.2.
The plans do not identify the location of the retained building	The proposed site plan shows the location of the retained property at 10 Cedar Walk.
<i>Design</i>	
Not in keeping with the character of the area	This is not a consideration under this application.
No details regarding how the existing property will be left following the development	This is not a consideration under this application.
<i>Neighbouring amenity</i>	
Loss of light to garden area	This is not a consideration under this application.
Overlooking and overbearing impact	This is not a consideration under this application.
Increase in noise and light pollution	This is not a consideration under this application.
<i>Highways</i>	
Swept path must be provided to show that fire engines will be able to reach Unit 1 and ability to arrive and leave the parking area for the proposed 4 dwellings in a forward gear	See sections 7.18 and 7.23.
The number and size for waste bins is too small for the number of proposed dwellings and the they will cause the driveway to be narrower	See section 7.22.
Construction traffic and disruption	A pre-commencement condition will be imposed requiring a Demolition/Construction Logistics Plan to ensure construction activities do not cause undue disturbance to the highway network.
Impact of overflow parking on Cedar Walk	See section 7.17.
<i>Other matters</i>	
Any development in Cedar Walk would require an upgrade of the foul waste system	This is not a material planning consideration.
Noise and air pollution impact	Problems arising from the construction period of any works are covered by Control of Pollution Acts, therefore they are not a material planning considerations.
Impact on local services	The development would be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure, such as local schools and GPs.

5.2 Cllr Steve O’Connell (Kenley Ward Councillor) objected and referred the application to committee:

- Insufficient information submitted to make proper judgement.
- Difficult access for emergency vehicles.
- Unviable parking.
- Insufficient provision of waste bins.
- Overdevelopment of site.

5.3 Cllr Jan Buttinger (Kenley Ward Councillor) objected and referred the application to committee:

- It is an over development of the site with too much massing and out of keeping with the rest of Cedar Walk.
- Too little amenity space for the donor house.
- Inadequate access for fire engines and other emergency vehicles.
- There needs to be a foul waste water upgrade before there is any further development in Cedar Walk.

6 RELEVANT PLANNING POLICIES AND GUIDANCE

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

6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

6.4 Consolidated London Plan 2016

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

6.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban design and local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and climate change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development

6.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

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

6.7 Other relevant Supplementary Planning Guidance as follows:

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

6.8 Draft London Plan

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 has been responded to by 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. 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.

It is important to note that in 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. 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. Policy 3.3 of the London Plan 2016 recognises the pressing need for

more homes in London and Policy 3.8 states that Londoners should have a genuine choice of homes which meet their requirements for different sizes and types of dwellings in the highest quality environments.

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The principal issues relate to:

- a. Principle of development
- b. Impact upon the character and appearance of the area
- c. Impact upon neighbouring amenity
- d. Quality of accommodation
- e. Impact on highways, parking and Refuse Provision
- f. Trees, ecology, flooding and sustainability

a) Principle of Development

7.2 Paragraph 11 of the NPPF 2018 applies a presumption in favour of sustainable development which means approving development proposal which accords with an up-to-date development plan without delay. Paragraph 68 acknowledges the contribution of small and medium size sites can make in meeting the housing requirements and supports the development of windfall sites. The above policies are clearly echoed within Policy SP2.1 of the Croydon Local Plan (2018) (CLP 2018) while Policy SP2.2 commits to the delivery of 10,060 homes across the borough's windfall sites before 2036.

7.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The proposal is for a residential scheme comprising of two-storey dwellinghouses, it would maintain the overall residential character of the area and would be acceptable in principle.

7.4 Policy SP2.7 of the CLP sets a strategic target for 30% of new homes to be three or bedroom homes. The indicative plans show 4 bedrooms to each of the dwellings, therefore the proposal would have 100% of the overall mix of accommodation as family-sized units which would exceed the strategic target and would ensure a choice of homes of different sizes available in the borough.

7.5 Policy DM10.4e of the CLP states that in the case of development in the grounds of an existing building which is retained, a minimum length of 10m and no less than half or 200sq.m (whichever is smaller) of the existing garden area is retained for the host property after the subdivision of the garden. The site plan details that proposal would appear to be in accordance with this, therefore overall, the principle of the provision of additional units is acceptable in land use terms.

b) Impact on the character and appearance of the area

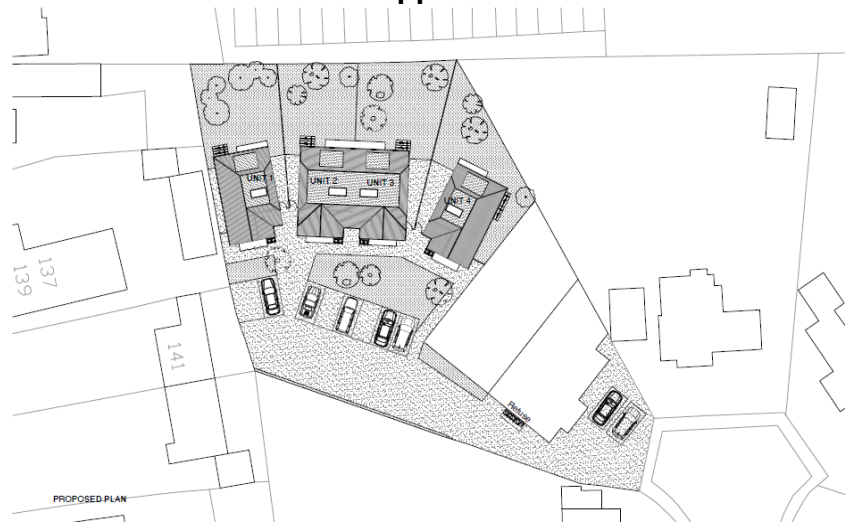


Figure 3: Proposed Site Plan

- 7.6 Policy SP1 (The Places of Croydon) of the Croydon Local Plan requires new development to contribute to enhancing a sense of place and improving the character of the area. Policy SP4 (Urban Design and Local Character) requires development to be of a high quality which respects and enhances local character. Policy DM10 (Design and Character) of the Croydon Local Plan requires new development to respect the pattern, layout, siting, scale, height, massing, appearance, materials and built and natural features of the surrounding area. Policies 7.4 (Local Character) and 7.6 (Architecture) of the London Plan 2016 are also relevant which require a development to have regard to local character and architecture.
- 7.7 The applicant has sought to reserve layout, scale and appearance of the development and therefore the plans submitted are only indicative of what may be constructed at the site.
- 7.8 The demolition of the existing garage and first floor extension to the host property is not considered to have a detrimental impact on the character and appearance of the property or wider streetscene.
- 7.9 The plans indicate a semi-detached pair of dwellings, and two detached dwellings either side to the rear of the site. The proposed dwellings would be identical in appearance and would feature accommodation in the loft. The proposed dwellings would comfortably sit within the site whilst providing suitable separation distances to adjoining boundaries and adequate separation from the host property. The proposed development would appear to be screened from the wider street scene by the existing built form which surrounds the site, and it is concluded that the development of new dwellings could be accommodated to the rear of the site without harming the visual amenities of the area. As the proposal is outline in

nature, through the reserved matters submission, they may be of a different appearance, size or siting (although they would need to correspond with the quantum of development approved at outline application stage). The information provided at outline application stage has shown how such a scheme could come forward on the site and be acceptable in design terms.



Figure 4: Proposed Front Elevation

c) Impact on neighbouring amenity

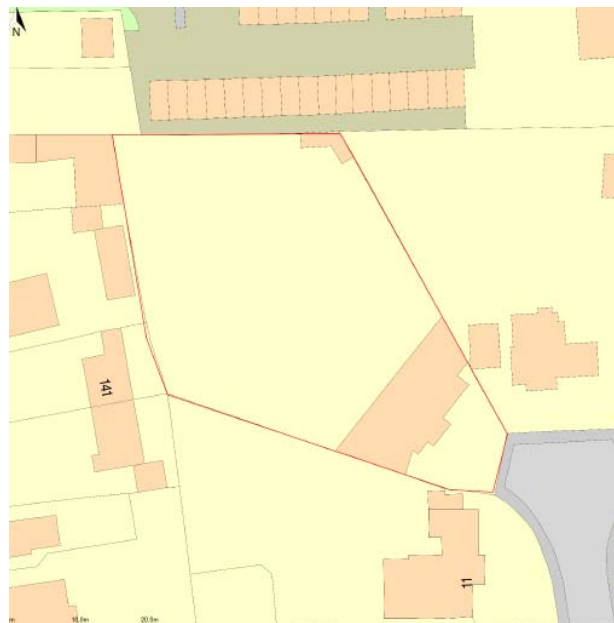


Figure 5: Existing Block Plan

- 7.10 Policy DM10.6 of the CLP states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure.
- 7.11 The indicative plans demonstrate that Unit 1, which would be located in the closest proximity to neighbouring properties on Hayes Lane, would be sited approximately 24m from the rear elevation of No. 135, 13.4m from the rear of No.137/139, and

7m from the rear of No. 141. Unit 4 would be sited approximately 11.2m from the rear of the host property and garages adjoin the site to the north. Given this separation distance, the development could be erected without causing any harmful loss of privacy, outlook or light to adjoining occupiers.

- 7.12 It is noted that the indicative plans detail that no side facing windows are proposed, and the positioning of the fenestration shown would not cause a loss of privacy to neighbouring occupiers. Therefore, it is considered that the development could be erected without causing any harmful loss of privacy to adjoining occupiers.

d) Quality of accommodation

- 7.13 Policy SP2 of the CLP states that all homes in Croydon should meet the needs of residents over a lifetime and should contribute to sustainable communities within the borough. The policy also requires all new homes to achieve the minimum design and amenity standards set out in Mayor of London's Housing Supplementary Planning Guidance and National Technical Standards (2015). Policy DM10 also requires development to provide adequate sunlight and daylight to potential future occupants.
- 7.14 Layout and scale are reserved matters. Indicative plans detail 4 x 4 bedroom dwellings, and show that dwellings of this size would be capable of complying with the National Technical Standards (NTS) (2015). The indicative plans also detail that dwellings could be provided with access to adequate levels of light and outlook, thereby providing a satisfactory standard of accommodation.
- 7.15 Policy DM10 requires development to provide private amenity space that is of a high quality design and enhances and respects the local character; provides functional space and provide a minimum amount of private amenity space of 5 sq.m per 1-2 person unit and an extra 1sq.m per extra occupant thereafter. The indicative plans show that all dwellings would each have access to a large private rear garden, therefore dwellings could be provided that would be capable of complying with the aforementioned policy.

e) Impact on Highways, Parking and Refuse Provision

- 7.16 Policies SP8 (Transport and Communication), DM29 (Promoting sustainable travel and reducing congestion) and DM30 (Car and cycle parking in new development) of the CLP seek to promote development which makes full use of public transport, cycling and walking; does not have a detrimental impact on highway safety for pedestrians, cyclists, public transport users and private vehicles; does result in a severe impact on local transport networks; reduces the impact of car parking; provide car and cycle parking spaces as set out in the Local Plan and ensures that cycle parking is designed so that it is secure.

- 7.17 The application site has a Public Transport Accessibility Rating (PTAL) of 0 which means that the site has very poor access to public transport. The proposal would provide 2 car parking spaces for the host property, with 8 parking bays to serve the new dwellings to the rear of the site, which would accord with the maximum parking standards as set out in Policy DM30 and table 10.1 of the CLP. The provision of 2 car parking bays per dwelling is not considered to result in an increase in on street parking levels in the immediate vicinity of the site. In terms of its impact on sustainable travel and sustainability, it is at the upper level of acceptability but, on the basis that the homes are family homes, is acceptable.
- 7.18 Manoeuvring tracks for all parking spaces and ingress/egress from the site using the existing crossover have been provided which details that vehicles can enter and leave in forward gear, demonstrating that the vehicle access and parking spaces as proposed is acceptable.
- 7.19 The decision notice would include a condition to request details of accessible parking bays and electric vehicle charging points prior to occupation. It would also include a pre-commencement condition for a Demolition/Construction Logistic Plan to ensure minimum disruption to traffic movements in the area as a result of the construction process.
- 7.20 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 8 cycle parking spaces. Units 1, 2 and 3 would feature 2 cycle parking spaces to the rear and Unit 4 would feature 2 cycle parking spaces to the side of the property. Details of the cycle storage are to be secured via condition.
- 7.21 Policy DM13 of the CLP aims to ensure that the location and design of refuse and recycling facilities are treated as an integral element of the overall design and the Council would require developments to provide safe, conveniently located and easily accessible facilities for occupants, operatives and their vehicles.
- 7.22 A refuse store is proposed to the side of the host property. The Suburban Design Guide states that where appropriate access and turning for refuse collection vehicles is not possible, a refuse store must be provided within 20m of the street. This point must be no more than 30m from the front door of the dwelling. Whilst the refuse store would be within 20m of the street, it would be more than 30m from the front door of the proposed dwellings. The Suburban Design Guide however further states that if it is not possible to find a suitable location for the refuse store, the proposed development may be required to demonstrate how the refuse associated with the development will be available on the street on collection days, for example, through an established management company and management schedule for the development. It is noted that the applicant intends to arrange for the refuse to be collected from the proposed dwellings by a management company on collection days and brought to the refuse store. Further details of this are to be secured via condition.

- 7.23 Representations have raised concerns regarding constrained access for emergency vehicles. The Suburban Design Guide states that where emergency or service vehicle access is not possible, such as back land sites with narrow driveways, alternative service requirements should be discussed with the relevant authority.
- 7.24 In summary, the proposal's parking provision, access, vehicular movement and servicing of the proposed development would not result in a significant adverse impact on the adjoining highway and its operation in terms of safety, as per the London Plan (2016) and Croydon Local Plan (2018) Policies DM13 and DM30.

f) Trees, ecology, flooding and sustainability

- 7.25 The landscaping element of the scheme has been reserved. None of the trees on site are protected. Full details of landscaping would be provided and considered in the reserved matters application, however officers have some concerns about the amount of hardstanding present in the route to the rear and the desirability of a landscaping strip along the boundary with the neighbouring property to the East. Through the reserved matters process, increased soft landscaping would be expected in this location.
- 7.26 In terms of ecology, there is no reason to believe that any protected species would be harmed by the proposed development, however an informative would be included on any decision making the applicant aware that it is an offence to harm protected species or their habitat, and in the event that protected species are found on site the applicant should refer to Natural England standing advice.
- 7.27 The site is at low risk of surface water flooding. Policy DM25 of the CLP states that sustainable urban 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 decision notice would include conditions to this effect.
- 7.28 SP6.2 of the CLP 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.
- 7.29 Policy SP6.3 of the CLP 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.

Conclusions

- 7.30 The provision of four residential family dwellings within the Borough is encouraged by the Council's Local Plan policies, national guidance in the NPPF and regional policies of the London Plan.
- 7.31 In addition, using legal agreement and appropriate conditions, the development would be acceptable on highways, environmental and sustainability grounds.
- 7.32 All material considerations have been taken into account, including responses to the consultation. The conditions recommended would ensure that any impacts of the scheme are mitigated against and it is not considered that there is any material planning considerations in this case that would warrant a refusal of this application. Taking into account the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be acceptable in planning policy terms.

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