

Planning Sub-Committee Agenda



To: Councillor Chris Clark (Chair)
Councillor Leila Ben-Hassel (Vice-Chair)
Councillors Paul Scott, Clive Fraser, Toni Letts, 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 **Thursday, 3 December 2020 at 6.00 pm**. 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/11295>

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www.croydon.gov.uk/meetings
Wednesday, 25 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 - 8)

To approve the minutes of the meeting held on Wednesday 18 November 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 9 - 12)

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

**5.1 19/05797/FUL Land Opposite 6 Famet Walk, Purley CR8
2DY (Pages 13 - 32)**

Demolition of existing structures/garages on site and redevelopment of land to provide 3 x two storey dwellings houses with accommodation in the roof space and associated parking and private amenity space.

Ward: Purley and Woodcote
Recommendation: Grant permission

5.2 20/00981/FUL 8 Kearton Close, Kenley, CR8 5EN
(Pages 33 - 56)

Demolition of existing 2 bedroom bungalow and replacement with four dwellings, car parking, landscaping.

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 Wednesday 18 November 2020 at 6:35pm via Microsoft Teams

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

MINUTES

Present: Councillor Chris Clark (Chair);
Councillors Paul Scott, Toni Letts, Scott Roche and Gareth Streeter

Also Present: Councillors Lynne Hale, Steve Hollands and Steve O'Connell

PART A

A67/20 **Minutes of the previous meeting**

RESOLVED that the minutes of the meeting held Thursday 22 October 2020 be signed as a correct record.

A68/20 **Disclosure of Interest**

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

A69/20 **Urgent Business (if any)**

There was none.

A70/20 **Planning applications for decision**

A71/20 **20/03007/FUL 103 Wentworth Way South Croydon CR2 9EZ**

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

The officers presented details of the planning application with no questions for clarification.

Ms Jane McGregor spoke against the application.

The referring Ward Member Councillor Lynne Hale spoke against 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 Toni Letts. This was seconded by Councillor Paul Scott.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 103 Wentworth Way, South Croydon, CR2 9EZ.

A72/20 **19/05202/FUL 48 Homefield Road, Coulsdon, CR5 1ES**

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

The officers presented details of the planning application with no questions for clarification.

Ms Evelyn Alcock spoke against the application.

Mr Howard Carter, the applicant's agent, spoke in support of the application.

Ward Member Councillor Steve Hollands spoke, on behalf of the referring Ward Member Councillor Margaret Bird, against 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 Paul Scott. This was seconded by Councillor Toni Letts.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 48 Homefield Road, Coulsdon, CR5 1ES.

A73/20
20/02410/OUT 10 Cedar Walk, Kenley, CR8 5JL

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

The officers presented details of the planning application, which was on the basis that the Committee acquire the reserved matters back for consideration, and responded to questions for clarification.

Mr Michael Rodwell spoke against the application.

Mr Chris Kirby, the applicant's agent, spoke in support of the application.

The referring Ward Member Councillor Steve O'Connell spoke against 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 Paul Scott. This was seconded by Councillor Chris Clark.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 10 Cedar Walk, Kenley, CR8 5JL.

The meeting ended at 8.25 pm

Signed:

Date:

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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.

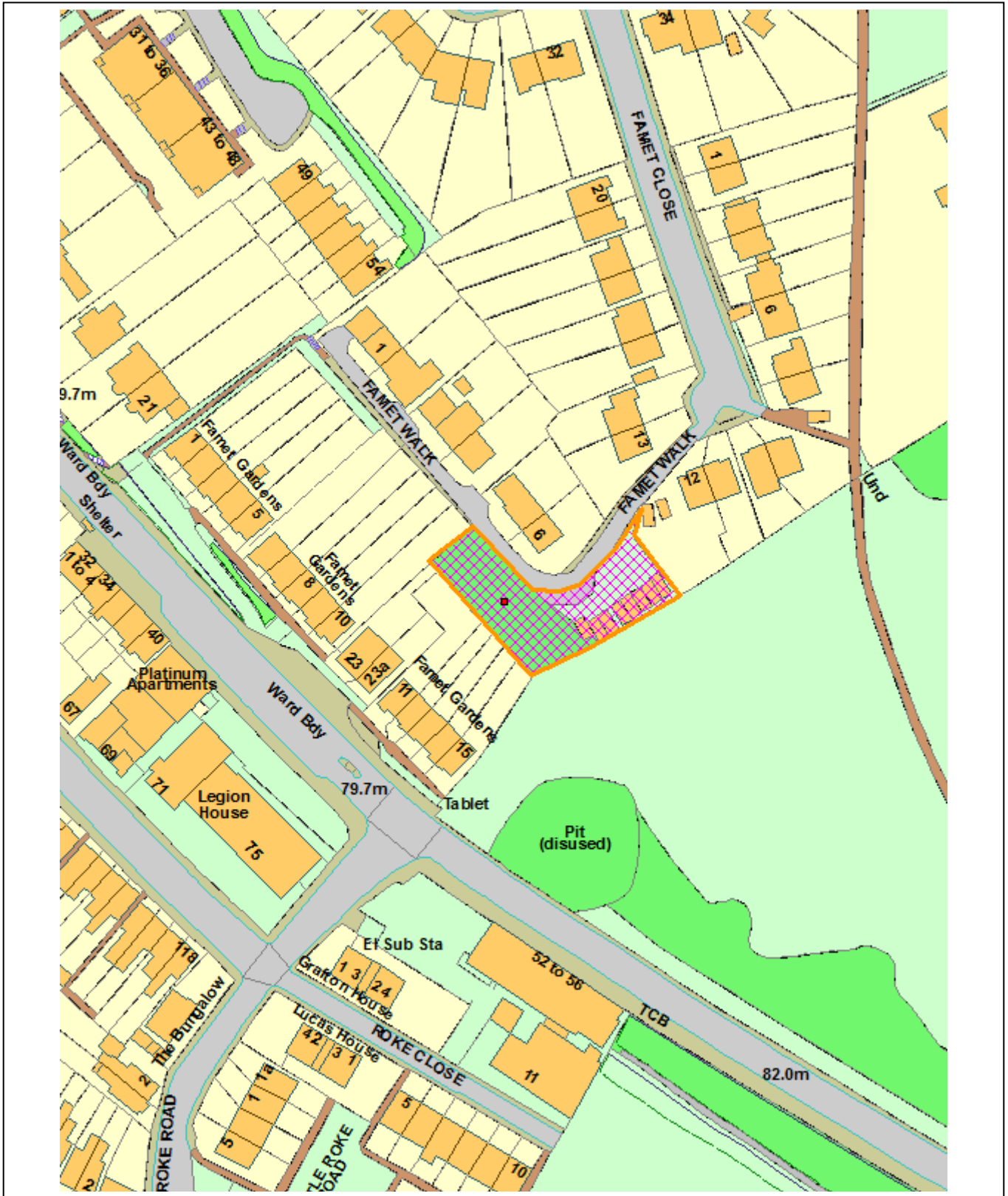
8. BACKGROUND DOCUMENTS

- 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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PART 5: Planning Applications for Decision

Item 5.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/05797/FUL
 Location: Land Opposite 6 Famet Walk, Purley CR8 2DY
 Ward: Purley and Woodcote
 Description: Demolition of existing structures/garages on site and redevelopment of land to provide 3 x two storey dwellings houses with accommodation in the roofspace and associated parking and private amenity space.
 Drawing Nos: 18048(PA)200, 18048(PA)201, 18048(PA)203, 18048(PA)102 P1, 18048(PA)103 P1, 18048(PA)101 P1, 18048(PA)300, 18048(PA)301, 18048(EX)098, 18048(SK)104 P1, 18048(SK)105 P1, 18048(SK)104, 18048(PA)099 P1, 18048(PA)098 P1, 18048(PA)100 P1,
 Applicant: Mr D Elliot of Millbank Homes (Croydon) Ltd
 Case Officer: Tim Edwards

	1B 2P	2B 3P	2B 4P	3B 5P	4B+	Total
Existing Provision						Nil
Proposed Provision				3		3

	3 bed (5 person)	Car parking spaces	Cycle parking spaces
Existing		8 garages	0
Proposed (market) houses	3	4 (3 resident plus 1 visitor)	6

1. This application is being reported to sub-committee because representations in excess of the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement and 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 including protection measures for the street tree at the top of Famet Walk/Famet Close.
4. Materials
5. Details and Landscaping including 4 replacement trees.
6. Sustainable urban drainage details
7. Biodiversity Enhancement
8. Construction Environmental Management Plan
9. Electric Vehicle Charging Points
10. Refuse and cycle storage to be provided in accordance with details submitted.
11. Wildlife sensitive lighting
12. Arboricultural works undertaken in accordance with details submitted.
13. Windows restrictions
14. Visibility splays
15. Sustainability details
16. Accessible units.
17. Biodiversity Enhancement Layout
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

1. CIL
2. Code of practice for Construction Sites
3. Light pollution
4. Nesting birds
5. Boilers
6. Refuse
7. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing garages.
- Erection of two blocks of 3 x 3 bedroom dwellinghouses.
- Provision of 4 off-street parking spaces.
- Provision of external refuse store.

3.2 Amended plans were received to clarify the final location of the storage areas (refuse and cycles) as well as clarification on the internal living spaces. No re-notification were conducted because the amendments did not lead to a material change in circumstances or description of development.

Site and Surroundings

- 3.3 The application site is a large detached property situated on the southern side of Famet Walk. The site is located within Famet Walk, a private road which is accessed from Famet Close. The road is an existing un-adopted highway and is noted to be gravel/concrete which is in poor condition. Land levels throughout the site and the surrounding area fall sharply from north-west to southeast.
- 3.4 The surrounding area is mainly residential in character. The site is adjacent to Coombe Wood and Riddlesdown Common which are sites of Nature conservation/special scientific interested as well as being designated as Metropolitan Green Belt land and adjacent to an Archaeological Priority Area. Parts of the site is located within an area at risk from surface water flooding with a number of trees on site protected by way of TPO 5, 1985, which are mainly adjacent to the existing garages. The site has a Public Transport Accessibility Level (PTAL) of 1b.



Fig 1: Existing site overview

Planning History

- 3.5 None relevant on site.

4. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018). The proposed development would provide more than 30% 3-bedroom houses.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.
- The sites biodiversity credentials can be suitably managed – with impacts suitably mitigate through the use of planning conditions.

5.0 CONSULTATION RESPONSE

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

Natural England – no objection

- 5.2 Natural England were consulted due to the proximity to the adjacent SSSI. They confirmed that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites.

Place Services (Council's ecology consultant)

- 5.3 The Council's ecology consultant raised no ecological objection, subject to securing biodiversity enhancement and mitigation measures [Officer comment: these are secured by condition]

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: 35 Objecting: 35 Supporting: 0
Comment: 0

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

Summary of objections	Response
<i>Principle of development</i>	
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.11
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.5
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.6 – 8.11
Excessive scale, height and massing	Addressed in the report at paragraphs 8.6 – 8.11
Over intensification – Too dense	Addressed in the report at paragraphs 8.2 – 8.11
Visual impact on the street scene and Riddlesdown Common (out of character)	Addressed in the report at paragraphs 8.6 – 8.11
Number of storey's	Addressed in the report at paragraphs 8.6 – 8.11
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.12 – 8.20
Loss of light	Addressed in the report at paragraphs 8.12 – 8.20
Loss of privacy	Addressed in the report at paragraphs 8.12 – 8.20
Overlooking	Addressed in the report at paragraphs 8.12 – 8.20
Neighbour outlook/ views	The site is not within a designated policy protected view corridor. The property owner or occupiers right to a view is not a material planning consideration in this instance.
Disturbance (noise, dust, light, pollution etc.)	Addressed in the report at paragraphs 8.12 – 8.20
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.21 – 8.28
Inadequate provision of off-street parking and loss of garages	Addressed in the report at paragraphs 8.21 – 8.28
Negative impact on highway safety	Addressed in the report at paragraph 8.21 – 8.28
Refuse and recycling provision not sufficient	8.21 – 8.28
Poor condition of the unadopted highway	This is a civil matter.
<i>Other matters</i>	

Impact on / loss of existing trees including TPO	Addressed in the report at paragraphs 8.29 – 8.33
Impact on wildlife and biodiversity (including but not limited to bats, slow worms, birds and mammals)	Addressed in the report at paragraphs 8.29 – 8.33
Construction disturbance	Addressed in the report at paragraph 8.36
Increased pressure on local infrastructure and services	Addressed in the report at paragraph 8.37
Insufficient consultation	The obligations for undertaking public consultation for the proposed development have been fulfilled in accordance with Article 15 of the Development Management Procedure Order through postal notification of the application to neighbouring properties. A wider letter box drop was undertaken than what is statutorily prescribed. Natural England and the City Of London Corporation were also consulted.
Lack of affordable homes	Addressed in the report at paragraph 8.38
Previous developer intent to develop the site	This current proposal will be assessed on its merits. The Croydon Local Plan is generally supportive of increased densities in the suburbs, subject to the effects of increased densities being satisfactorily managed as discussed in this report.

RELEVANT PLANNING POLICIES AND GUIDANCE

- 7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:
- Promoting sustainable transport;
 - Delivery of housing

- Promoting social, recreational and cultural facilities and services the community needs
- Requiring good design.

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

Emerging New London Plan

Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Despite this, in accordance with paragraph 48 of the NPPF substantial weight can be applied to those policies to which the Secretary of State has not directed modifications to be made.

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

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling

- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.5 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

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

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

7.7 Other relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;

- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

- 8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.
- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification. The residential character of Famet Walk consists of detached and semi-detached houses.
- 8.4 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The proposal would provide 3 x 3 bed units which would provide adequate floorspace for families. The proposal will result in a net gain in family accommodation.
- 8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal falls short of this range (112.5 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanistically, and provides sufficient flexibility for lower yielding schemes. The density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context and design, and site constraints such as this site. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area. As such the scheme is supported.

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

- 8.6 The existing garages are not protected from demolition by existing policies and their demolition is acceptable. The proposal seeks to create 3 dwellinghouses.
- 8.7 The scheme has been specifically designed as detached and a semi-detached dwellinghouses with gable ends facing the highway utilising the topography and ensuring an efficient use of the site. The gable ends would result in a similar

appearance to the adjacent semi-detached No.5 and No.6 Famet Walk and have design characteristics that are similar to those seen on the dwellings within the area. Officers are satisfied that the scheme respects the street-scene.

- 8.8 The height, scale and massing of the scheme would be acceptable, given that the buildings works well with the topography and would sit well with the adjoining properties. The semi-detached and detached buildings are separated by 19m which is generous for the area. The footprint of the dwellings also is in keeping with the footprint of adjoining properties.



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

- 8.9 The design of the buildings would incorporate a traditional styled appearance consisting of gables and pitched roofs, maintaining the overall street scene with

use of an appropriate materials palette with an adequate balance between brick and glazing as well as appropriate roof proportions.



Fig 3: Proposed site plan detailing site layout

8.10 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. The site does not front a public highway but a private unadopted highway. Whilst some of the frontage would be given over to hard-standing to allow for off street parking there would be some soft landscaping surrounding it, along with a central focus on the large mature trees to be retained at the front boundary. The proposed landscape design will protect most of the existing trees. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site offers sufficient opportunities for soft landscaping and this is recommended to be secured by condition.

8.11 The application site is a substantial plot within an established residential area. The scale and massing of the new buildings would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively intensifying it and the layout of the development would respect the streets pattern and rhythm. In consideration to the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD 2019 in terms of respecting local character.

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

8.12 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining property at No.12 Famet Close, No.5 and No.6 Famet Walk and the dwellings along Famet Gardens and Godstone Road.

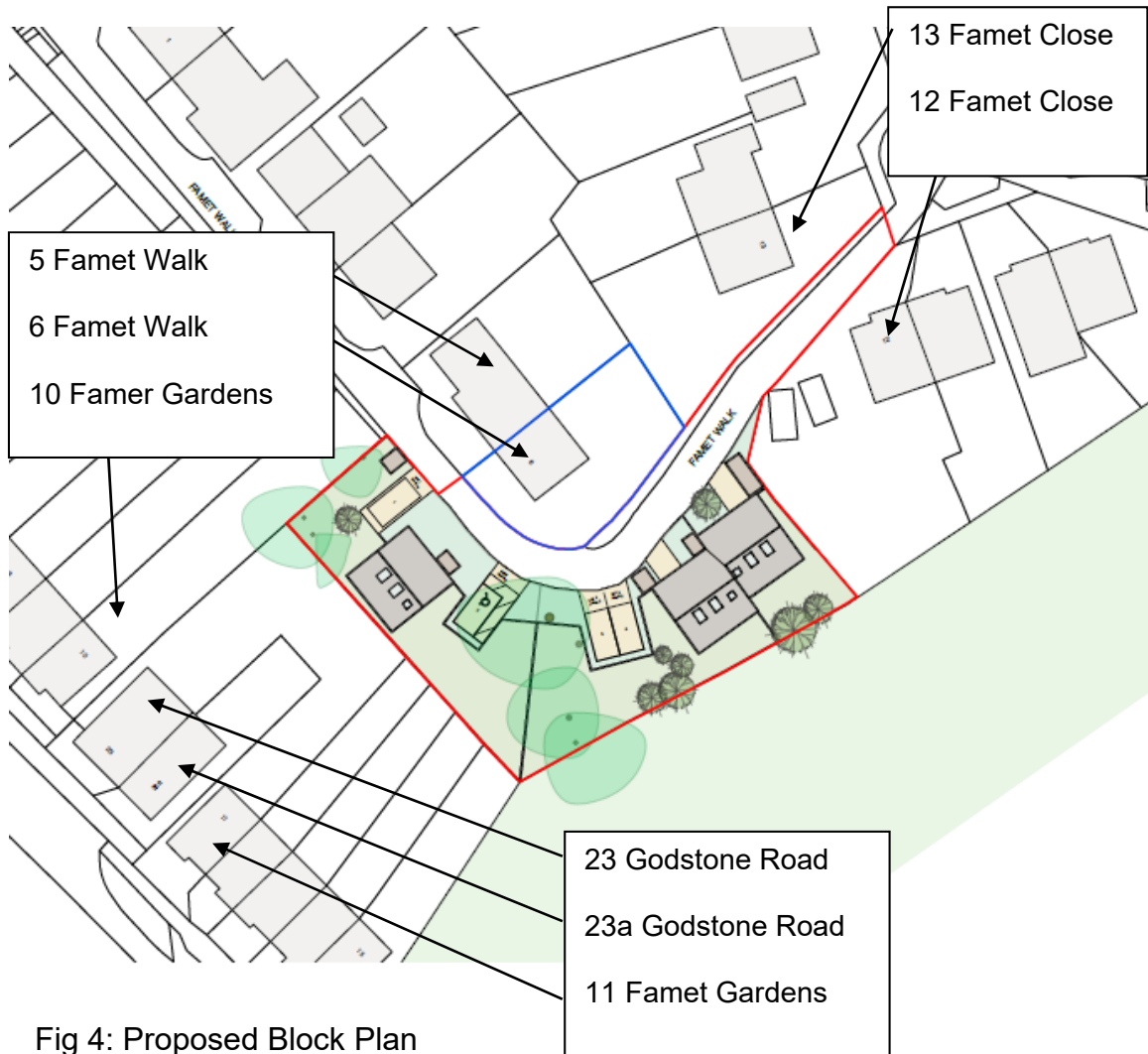


Fig 4: Proposed Block Plan

12 Famet Close

8.13 This two storey dwellinghouse is to the northeast of the proposal site. It has a first floor side flank window and a ground floor secondary side flank door. The orientation of the dwelling in relation to the streetscene angles the side flank of the dwelling to not be directly orientated towards the proposed semi-detached dwellinghouses. No.12 also sits forward of the semi-detached proposed building line, and whilst the proposal would be set back and deeper than the neighbour, due to the topography the proposal would sit lower. When assessed against the Suburban Design Guide, the proposed rear elevation wall would not encroach

into the “rule of thumb” 45 degree angle, taken from the rear windows (either horizontally or vertically). There is a significant separation between the buildings of 15m with no 12’s outbuildings in between. A stairway at the second floor of the semi-detached unit 3 is proposed on the flank wall, however this is a non-habitable window and minimising overlooking can be achieved through conditions recommending obscure glazing, making this relationship satisfactory.

Dwellings opposite at No.5 and No.6 Famet Walk

- 8.14 These dwellings are to the north of the proposal site on the opposite side of the road. The proposed detached dwellinghouse is the closest dwelling to these properties and is a minimum of 11m from the front of the development. This is considered to be an acceptable relationship in a suburban setting such as this with the road in between.

Properties along Famet Gardens and Godstone Road to the rear of the site

- 8.15 The buildings to the south west of the site are residential properties that sit significantly lower than the site and have intervening vegetation in their rear gardens. The proposed detached dwellinghouse is a minimum of 20m from the rear building line of these dwellings. It is considered that given the separation distances that there would not be a significant impact on these dwellings or their immediate rear garden in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.
- 8.16 The proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units has the potential to increase the number of vehicle movements to and from the site, however noting that old garages on site would be demolished, and would therefore have an acceptable relationship in this suburban setting.

The effect of the proposal upon the amenities of future occupiers

- 8.17 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area.
- 8.18 The units would have access to private amenity space from internal living areas which meets the required standards. Dwellinghouses are not required to provide an area of communal open space or communal child play space as per policy.
- 8.19 In terms of accessibility, all of the units would be M4(2) compliant which is acceptable taking into account the proposed topography to get to and from the site, to and from the vehicle car parking spaces as well as the number of protected trees which surround the site.

- 8.20 Overall the proposal is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity, including the provision of communal amenity space and thus accords with relevant policy.

Traffic and highway safety implications

- 8.21 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 4.5 spaces. The applicant proposes 3 onsite vehicle parking space plus an additional space for visitors (accessible space).
- 8.22 The proposal would see the existing eight garages demolished. The garages vary in their size, between 3.8 – 4.9 metres in depth and are between 2.3 – 2.8 metres in width. Taking into account their size and their existing state of repair overall they are not considered to provide parking which will be lost owing to their demolition.
- 8.23 To inform the Transport Assessment, the applicant's transport consultant carried out a car parking beat survey (utilising the Lambeth Methodology) to determine the level of on street car parking capacity and whether the likely car parking demand could be suitably accommodated in neighbouring streets. The extent of survey was for parking spaces within 200 metres of the application site being Famet Avenue, Famet Close and Famet Walk.
- 8.24 The beat survey suggests that whilst the existing on-street parking stress within a 200 metre radius of the site is 85%. Whilst the parking stress is noted considering the proposed one for one parking ratio for each house and individual visitor space the existing road network could facilitate the overspill of 1 vehicle parking space. Overall, officers are satisfied that there is sufficient capacity on street to accommodate the likely car parking demand generated by this particular development without materially affecting the free flow and safety of the highway for other road users. Moreover, officers are satisfied that cars parked in the two bays would be able to exit the parking bays safely in reverse gear, with good visibility and low traffic speeds in the immediate vicinity.
- 8.25 There are a number of representations that refer to the highway safety at the site. A swept path drawing showing manoeuvring into onsite parking spaces is acceptable and will allow for vehicles to enter and exit the unadopted highway safely in the same fashion as the existing properties within Famet Walk. The proposed access road would remain the same as the existing however, considering the existing state of the road, there is an expectation that this would require resurfacing adjacent to the protected trees with details relating to this to be secured via condition. It is noted that the existing garage forecourt may currently be used as a passing area, but it is understood that this occurs on

private land. The parking spaces are located where the road is widest and two vehicles can pass.

- 8.26 Cycle parking (two spaces per house) are shown to be located in individual cycle lockers for each dwelling at the front of the site, contained within purpose built covered enclosures with further details proposed to be conditioned. The applicant proposes that the 3 dwellinghouse vehicle spaces will be active electric vehicle charging points. This will also be conditioned.
- 8.27 The proposed refuse stores for the three houses are proposed to be located outside the front of each building which would allow for appropriate access for waste personnel in a similar fashion to the current houses located within Famet Walk. The location and scale of the proposed refuse stores is overall considered acceptable both for future residents, waste personnel and stores is not considered to overly dominate the wider streetscene.
- 8.28 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this is proposed to be secured through a condition and will need to demonstrate how the proposed street tree at the top of Famet Walk will be protected during the construction phase.

Impact on trees and wildlife

- 8.29 The site is bordered by established trees and shrubs adding to the overall amenity value and also providing a good degree of screening. A number of trees on site are protected by way of TPO 5, 1985, which are mainly adjacent to the existing garages. A landscaping and planting plan can be conditioned.
- 8.30 A tree survey has been submitted and is considered acceptable. The proposal highlights the removal of 4 x low quality Cat C trees with the A and B grade specimens proposed to be retained. The applicant is proposing 4 replacement trees to replace those proposed to be removed. No house foundations are proposed within Root Protection Areas, and protection measures recommended can satisfactorily protect retained trees around areas of hardstanding and retaining structures. The works should also be undertaken in accordance with the Arboricultural Report and Impact Assessment recommendations and this has been conditioned.
- 8.31 The applications has been submitted with an ecological impact assessment which has considered the potential impact of the development on the site especially noting its location adjacent to Riddlesdown Common, which is a site of Nature conservation/special scientific interest. This assessment has identified the potential impact of the development on bats, breeding birds, common reptiles, flora and protected species such as Slow Worm and how the proposal would mitigate against any harm. This approach has been assessed and considered acceptable subject to conditions to ensure the development is completed in accordance with the submitted assessments recommendations, an

environmental management plan and finalised biodiversity enhancement layout plan.

- 8.32 A Bat Emergence/Re-entry Survey and Mitigation Report relating to the likely impacts of development on designated sites, protected species and priority species & habitats has been submitted with the application which has been assessed by the Council's ecology consultant. The survey identified the garages as offering negligible bat roosting potential and the tree roosting as low, as the site was fully inspected as documented in the survey. The likely impacts on protected and priority species & habitats is considered acceptable subject to appropriate mitigation measures being secured. The mitigation measures identified in the Bat Emergence/Re-entry Surveys and Mitigation Report should be secured and implemented in full which includes the recommendation that bat sensitive lighting is used.
- 8.33 The Council has certainty of the likely impacts on protected species and sites. Through the imposition of planning conditions and work undertaken to date, the local planning authority has operated in accordance with its statutory duties relating to biodiversity and national and local policy requirements.

Sustainability Issues

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

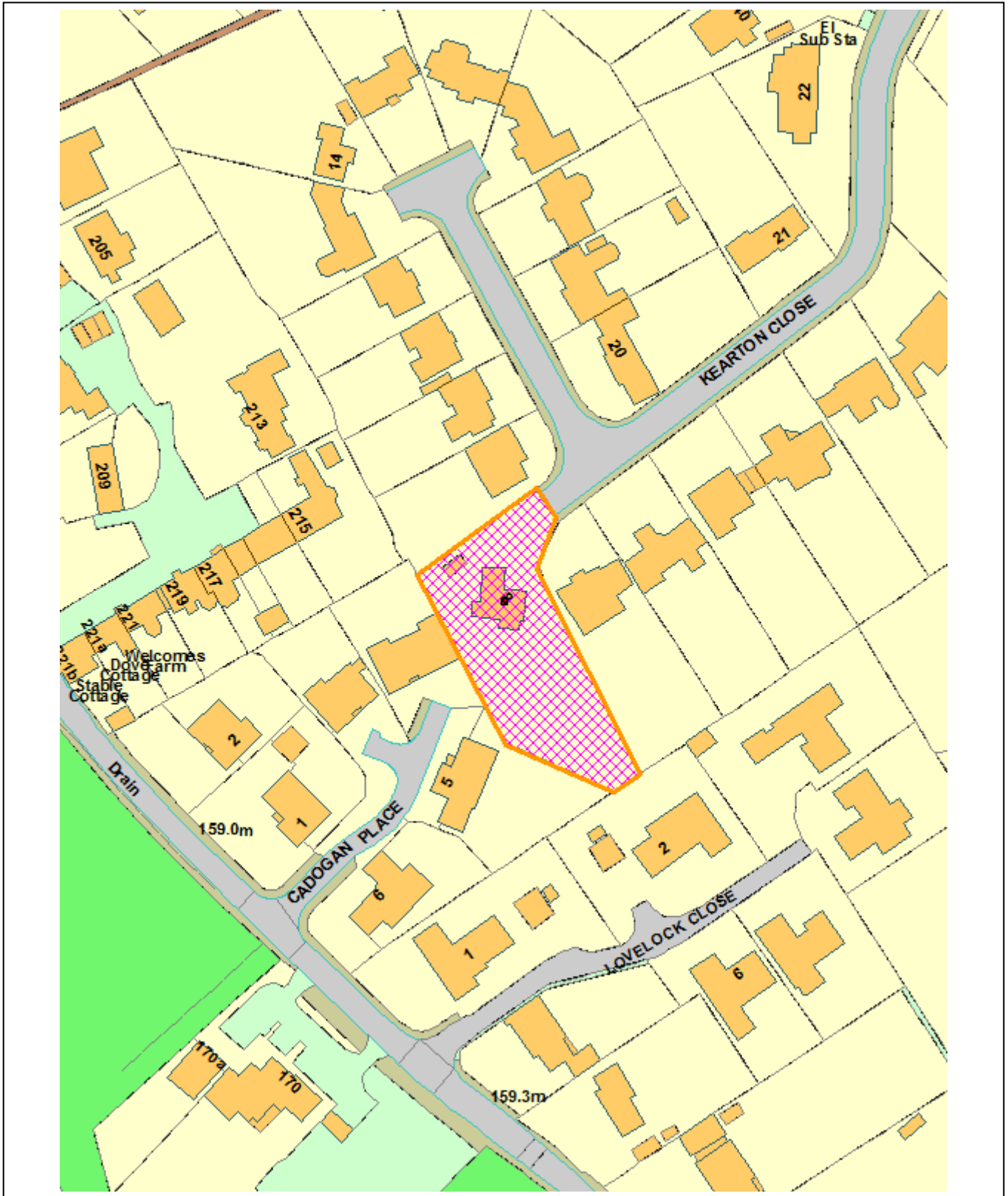
Other Matters

- 8.35 Parts of the site is located within an area at risk from surface water flooding. A Surface Water and SuDS Assessment is recommended to be secured by condition.
- 8.36 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the unadopted and adopted highway. Whilst the details have been submitted within this application, a Construction Logistics Plan is proposed to be conditioned, as appointed contractors have not been appointed and the condition ensures that the development progresses in an acceptable manner.
- 8.37 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools across the borough.
- 8.38 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for 3 dwellinghouses and as such is under the threshold where the provision for affordable homes would be required in planning policy terms.

Conclusions & planning balance

- 8.39 The principle of development is acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and weight is given to the provision of family units. The proposal, through amendments would have an acceptable impact on neighbouring properties. Overall, the scheme is considered to provide high quality homes in a design responsive to the plot and its character and the scheme is recommended for approval.
- 8.40 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 SUMMARY OF APPLICATION DETAILS

Ref: 20/00981/FUL
 Location: 8 Kearton Close, Kenley, CR8 5EN
 Ward: Kenley
 Description: Demolition of existing 2 bedroom bungalow and replacement with four dwellings, car parking, landscaping
 Drawing Nos: 135 01 P1, 135 02 P1, 135 03 P1, 135 04 P1, 135 05 P1, 135 100 P2 (received 23.10.20), 135 101 P2 (received 23.10.20), 135 102 P2 (received 23.10.20), 135 103 P1, 135 104 P1, 135 105 P1, 135 106 P2 (received 23.10.20), 135 110 P2 (received 23.10.20), 135 111 P2 (received 14.05.20), 135 112 P1, 135 113 P1, 135 120 P1, 135 121 P1, 135 130 P2 (received 15.10.20), 135 131 P3 (received 16.11.20), 135 132 P2 (received 15.10.20), 135 133 P2 (received 15.10.20), 19375/TCP/01, landscaping details by Thrift Landscapes Garden Design, proposed gross internal areas schedule, Design and Access Statement part 1 and part 2 (subject to amendments), Planning Statement (subject to amendments), Construction Environmental Management Plan, Preliminary Ecological Appraisal Report, Flood Risk Assessment and SUDs Strategy, Tree Survey Assessment Report with appendices (received 14.05.20), Tree Constraints Plan (19375/TCP/01), Tree Protection Plan (19375/TPP/01), Transport Statement Rev A (May 2020) (received 14.05.20)
 Applicant: Mr Jerry Ellis
 Case Officer: Hayley Crabb

	2-bed	3-bed	3-bed +	Total
Existing				1
Proposed	1	1	2	4

All units are proposed for private sale

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

- 1.1 This application is being reported to Planning Committee because objections above the threshold as specified by the Committee Consideration Criteria have been received.

RECOMMENDATION

- 2.1 That the Committee resolve to GRANT planning permission subject to the completion of a S.106 Agreement to secure the following heads of terms:
- A financial contribution of £6000 towards sustainable travel improvements
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit of 3 years
2. Development to be carried out in accordance with the approved drawings except where specified by conditions
3. Materials (including samples) to be submitted for approval prior to any above ground works
4. Details of the louvres to be submitted for approval prior to any above ground work
5. Window condition to be submitted for approval prior to any above ground work.
6. Tree Survey/Tree Protection Plan to be conditioned
7. Hard and soft landscaping including retained and replacement trees/details of sedum roof, boundary treatment, lighting and maintenance to be submitted prior to slab level
8. Develop in accordance with the preliminary Ecological Appraisal
9. Biodiversity enhancement strategy to be submitted prior to slab level
10. Car parking to be provided as specified
11. No obstruction over 0.6m in height in pedestrian visibility splays
12. Highways condition (Section 278 to re-locate lamppost) highway works prior to construction)
13. Refuse management Plan
14. Full details of cycle and refuse stores to be submitted prior to occupation
15. Details of electric vehicle charging point to be submitted prior to occupation
16. Construction Logistics Plan to be submitted prior to commencement (including demolition
17. Details of site specific SuDS to be submitted prior to any above ground works
18. Details of sedum roof/Flood resistance and resilience measures to be submitted prior to any above ground works
19. 19% Carbon reduction
20. 110 litre Water usage
21. Removal of Permitted Development rights to one unit
22. All units to meet M(4)2 standard and 1 to meet M4(3)

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

Informatives

- 1) Community Infrastructure Levy
- 2) Policies
- 3) Code of practise for Construction Sites
- 4) Party Wall Act
- 5) Highways
- 6) Environmental Health Comments
- 7) Protected Species
- 8) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

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

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal comprises the following:

- The existing 2 bedroom bungalow would be demolished
- Erection of two detached and two semi-detached houses of a contemporary design
- Formation of access road and six parking spaces
- Each of the units would have cycle and refuse facilities located in the rear gardens
- A refuse collection point would be provided adjacent to the access



Site and Surroundings

- 3.2 The application site lies on the south-eastern corner of Kearton Close and is currently occupied by a modest 2 bedroom bungalow within a spacious plot. Kearton Close is a cul-de-sac.
- 3.3 The immediate surrounding area is residential in character and comprises of predominately detached and semi-detached properties varying from single to two storey dwellings.
- 3.4 The site is at the end of part of the cul-de-sac. The existing bungalow is set back from the highway in line with the other houses on this side of Kearton Close.
- 3.5 The site has a Public Transport Accessibility Level (PTAL) of 0.
- 3.6 The site is not subject to a Tree Preservation Order and is near a site of nature conservation importance.



Site Plan



Aerial View

Planning History

- 3.7 19/05174/PRE – Pre-application enquiry for the demolition of existing 2 bedroom bungalow and replacement with x 3 detached houses, car parking, landscaping and associated ancillary accommodation.
- 3.8 88/02599/P – Erection of eight detached houses with double garages and formation of access road - Not determined. (223/225/227 Hayes Lane & Part of Rear Garden of 8 Kearton Close Kenley)

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development on the site is acceptable;
- The design and appearance of the development is appropriate for the site;
- There would be no undue harm to the residential amenities of adjoining occupiers;
- The living standards of future occupiers would be acceptable and compliant with the Nationally Described Space Standards and the London Plan;
- The level of parking and impact upon highway safety and efficiency would be acceptable;
- The scheme would have no undue impact on protected trees;
- Sustainability aspects of the development can be controlled by condition.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

Ecology Consultant

5.2 An Ecology Consultant has assessed the Preliminary Ecological Appraisal Report (Indigo, September 2019). They are satisfied that there is sufficient ecological information available for determination. The mitigation measures identified in the report are to be secured via condition and implemented in full. No enhancement measures have been included and therefore it is recommended for a Biodiversity Enhancement Strategy to be secured via condition prior to slab level.

6 LOCAL REPRESENTATION

6.1 A total of 16 neighbouring properties were notified about the application and invited to comment. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 79 Objecting: 79 Supporting: 0

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

Summary of objections	Response
Overdevelopment due to its size, footprint, layout, density and massing.	Addressed in Section 8.2-8.5 of this report
Out of character with the surrounding area by design, scale, height and density/out of character with neighbouring properties/ruin corner aspect/not in keeping with the area/ overcrowded/cramped form of development/overbearing /obtrusive by design/impact on the community	Addressed in Section 8.6-8.13 of this report
Poor outlook for future occupiers	Addressed in Section 8.16 of this report
Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance/overcrowded/ Impact on living standards/health/ enjoyment of neighbouring gardens	Addressed in Section 8.21-8.29 of this report
Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase	Addressed in Section 8.30-8.41 of this report.

traffic/congestion/access/ hazard/ in-sufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles/impact on children and horses etc.	
Detrimental impact on trees/sylvan quality/loss of trees, mature vegetation and garden land/removal of green infrastructure/ Impact on natural habitat, wildlife and animals	Addressed in Section 8.42-8.46 of this report
Flooding/impact on utilities/poor drainage/ sewers/mains	Addressed in Section 8.47-8.50 of this report
Set a precedent for future development	Each application is judged on its own individual merits
Lack of infrastructure/local services	The development would be liable for CIL which would make a contribution to local services and infrastructure
A Sunlight and Daylight Report has not been submitted. In-adequate assessment of planning policies within the submitted Design and Access Statement	A Sunlight and Daylight Report is not a planning requirement. The application is assessed in line with adopted planning policy.
Disruption during construction phase	A Construction Logistics Plan is suggested by condition
Roads not suitable for heavy construction Traffic.	A condition would be attached as a pre-commencement condition for a Construction Logistics Plan to be submitted prior to the commencement of the development
Affect the development potential of the neighbouring sites	Each application is judged on its own individual merits.
Fire access	This would be dealt with under building regulations. It is noted the Transport Statement (REV A) however states a domestic sprinkler system would be

	provided in each of the properties as a 45m hose would not be long enough.
Plenty of other schemes in the area. Cumulative impact of other local schemes on the area/type of housing in the location not needed.	Each application is judged on its own individual merits.
Saleability/built in the wrong location	Each application is judged on its own individual merits.
Property values	This is not a planning consideration.
Rights to light/loss of a view	These are not planning considerations

6.2 The Welcomes and Uplands Road Residents Association objected on the following grounds:-

- Parking/Access/visibility/overspill parking/Transport assessment not acknowledging impact on highway network/high risk roads
- Impact on traffic
- Gas mains/Construction traffic
- Cycling/gradient of roads in the vicinity
- Cumulative impact of developments should be assessed
- Impact on local services
- Dialogue/improving infrastructure of the road

7 RELEVANT PLANNING POLICIES AND GUIDANCE

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

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

7.3 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:

- 1.1 Delivering the Strategic Vision and Objectives for London.

- 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
- 6.1 Strategic Approach
- 6.3 Assessing 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
- 6.14 Freight
- 7.2 An Inclusive Environment
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage
- 7.14 and 7.15 Air quality
- 7.21 Woodlands and Trees
- 8.3 Community infrastructure levy

Emerging New London Plan

- 7.4 Whilst the emerging New London Plan is a material consideration, the weight afforded to it is down to the decision maker, linked to the stage a plan has reached in its development. The New London Plan remains at an advanced stage of preparation but full weight will not be realised until it has been formally adopted. Despite this, in accordance with paragraph 48 of the NPPF substantial weight can be applied to those policies to which the Secretary of State has not directed modifications to be made.

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.

Croydon Local Plan (2018)

7.6 The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP2: Homes.
- SP2.1 Choice of homes.
- SP2.2 Quantities and locations.
- SP2.7 Mix of homes by size.
- SP2.8 Quality and standards.
- DM1: Housing Choice for Sustainable Communities.
- DM1.2 Net loss of 3 bed or homes less than 130 sq.m.
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- DM10: Design and Character.
- DM10.1 High quality developments, presumption for 3 storeys.
- DM10.2 Appropriate parking and cycle parking design.
- DM10.4 Private amenity space.
- DM10.5 Communal amenity space.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing, materials respond to context, services, appropriate roof form.
- DM10.8 Landscaping.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.
- DM13.2 Ease of collection.
- SP6: Environment and Climate Change.
- SP6.3 Sustainable design and construction.
- Minor residential scheme 19% CO2 reduction.
- Water efficiency 110 litres.
- SP6.4 Flooding and water management – c) SUDs.
- SP6.6 Waste management.
- DM18: Historic Assets and conservation
- DM25: Sustainable drainage systems.
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.
- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.12 and SP8.13 Electric vehicles.

- SP8.17 Parking standards in low PTAL areas.
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.
- DM40: Kenley and Old Coulsdon

Other relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- DCLG – Technical Housing Standards - Nationally Described Space Standards (NDSS)
- National Planning Practice Guidance
- Suburban Design Guide SPD (April 2019)

The Suburban Design Guide SPD provides guidance on suburban residential developments and extensions and alterations to existing homes across the borough. The guide sets out how residential development, including extensions and alterations, in neighbourhoods across the borough is part of a holistic strategy being driven by the Council to deliver tangible public benefits to suburban communities.

With a growing population there is a necessity to build more homes and Croydon is planning for 32,890 new homes by 2036, as set out in the housing target in the Croydon Local Plan 2018 with one third of these units through the delivery of development on windfall sites.

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues relate to:

1. Principle of development
2. Townscape/visual impact/character of the area
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Trees, landscaping and ecology
7. Sustainability, flooding and environment

Principle of Development

8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.

- 8.3 The site is located within an existing residential area. The application proposes four houses which would optimise the use of the site providing additional homes within the borough, which the Council is seeking to promote.
- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more and policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130sq.m. The existing bungalow only has two bedrooms but is below 130m². As two of the replacement units are below 130m² this is considered acceptable. all four proposed homes are 3-bedrooms or larger and so the proposal makes a good contribution to the need for family homes.
- 8.5 London Plan (2016) policy 3.4 outlines what it considers to be appropriate density of development based on urban type and PTAL rating. The London Plan outlines that this table should not be used mechanically. This policy should also be used with some caution as it is proposed to be removed under the Draft London Plan. The site area of the site is 0.15ha. The density of the development would be roughly 126hr/hectare, with the London Plan (2016) recommending a density for Suburban Location with PTAL of 0 to 1 of 150 to 200 hr/hectare. The London Plan density matrix is a guide and cannot be used as a prescriptive measure.

Townscape and Visual Impact

- 8.6 The London Plan Policy 3.4 seeks to optimise housing output taking into account local character, and Policies 7.4 and 7.6 require high quality architecture which contributes to the local architectural character. Policies SP2.2 and DM10.1 of the Local Plan require that land is used efficiently and seek to achieve a minimum height of 3 storeys for all new buildings. New development is required to respect the development pattern, layout and siting; scale, height, massing and density; and the appearance, existing materials and built and natural features of the surrounding area; the Place of Croydon in which it is located. It is important that developments draw on their local context to evolve the local character in a way which efficiently uses land.
- 8.7 The Suburban Design Guide sets out three broad approaches when responding to local character:
- Innovative and original
 - Contemporary reinterpretation
 - Sympathetic and faithful.
- 8.8 It is proposed to erect 2 detached houses and 2 semi-detached houses which would be contemporary in style however the scheme incorporates features found in the locality.



Above: illustrative image of the proposed houses



Above: Street scene

8.9 The houses would be two storeys and incorporate dormer extensions



Unit 1



Unit 2



Unit 3



Unit 4

8.10 The surrounding area is characterised by predominately detached and semi-detached properties varying from single to two storey dwellings with no. 9 Kearton Close and 4 and 5 Cadogan Place two storey houses and 7 Kearton Close and 2 Lovelock Close bungalows. The proposal is therefore appropriate in terms of its massing.



From Kearton Close (facing the site)



From Gadogan Place (facing the site)

- 8.11 The proposed houses would be set back from the pavement with some car parking to the front, an area would be provided near the front boundary for refuse on collection days (See site plan in 3.1 above). Given the siting and orientation of the proposed houses, it is considered the proposed development would not have an impact on the rhythm of the street scene (corner aspect of the site). The siting, scale, massing, design, orientation and separation between the proposed development and the neighbouring properties would not result in an overcrowded/cramped form of development/overbearing appearance but is considered would be sympathetic to local character and would therefore be acceptable in terms of its impact on the character of the area.
- 8.12 It is proposed to use red stock bricks with clay roof tiles and black painted timber cladding. The houses would have a sedum roof. Full details of the materials would be secured by condition. Soft landscaping would also be provided which would help the development integrate with the existing close and provide a buffer for future occupiers. These can be secured by condition.
- 8.13 Given the site is within a residential area and the proposal is to replace a bungalow with four houses, it is considered the proposal would not have an undue impact on the community.

Housing Quality for Future Occupiers

- 8.14 The proposed dwellings should be designed in line with the standards set out in the Nationally Described Space Standards (NDSS) and the London Plan Housing SPG, particularly with regard to minimum floor space standards (including minimum sizes and widths for rooms/storage).
- 8.15 The standards require a 5 bedroom (8 person) unit over two floors to have a gross internal floor area of 128m² with 3.5m² built in storage (a 9 person unit is not shown). A 4 bedroom (7 person) unit over two floor should have a gross internal floor area of 115m² with 3m² built in storage. A 3 bedroom (4 person) unit over two floors should have a gross internal floor area of 84m² with 2.5m² built in storage and a 2 bedroom (3 person) unit over two floors should have a gross internal floor area of 70m² with 2m² built in storage.

- 8.16 The proposed houses would meet the Technical standards and provide a good standard of accommodation in terms of layout and daylight. It should be noted a bedroom/study has been shown on the ground floor of unit 2. This room is over 7.5m² and therefore classified as a bedroom (with a single bed), this unit has therefore been considered as a 3 bedroom unit. Concern has been raised regarding the outlook for future occupiers. Whilst part of the window within the rear dormer extensions would include louvres, it is considered the development would provide a good standard of accommodation for future occupiers.
- 8.17 With regard to external amenity space, the London Housing SPG states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional occupant. Each of the units would have their own private amenity space with garden areas in excess of the size requirement. It is therefore considered there would be an adequate provision of amenity space for future occupiers.
- 8.18 Each of the units would have step free access. The London Plan requires 10% of new build housing to be wheelchair user dwellings (M4(3)) and the rest to be M4(2). Unit 3 has space available for a lift to be installed in line with the building regulations and the others can meet the M4(2) standard. This is considered acceptable.
- 8.19 A cycle store would be provided in the rear garden of each of the units. This is considered acceptable. It is recommended to secure details via condition.
- 8.20 A refuse area would be provided in the garden of each unit. This should be provided in a covered, lockable store. It is recommended to secure details via condition.

Residential Amenity for Neighbours

- 8.21 The London Plan 2016 Policy 7.6 states amongst other things that development should “not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy DM10.6 states the Council will not support development proposals, which would have an adverse effects on the amenities of the occupiers of adjoining buildings and Suburban Design Guide SPD states extensions should not negatively impact upon neighbouring properties.
- 8.22 The site plan bellows shows the 45 degree line from no. 7 Kearton Close



Site Plan

8.23 No. 7 Kearton Close has windows in the side wall of their property as can be seen in the photo below. Whilst no. 7 is a bungalow, it has accommodation on the ground floor and within the roof area. The two windows at roof level along the side appear to be high level windows which serve bedrooms. No. 7 also has an eyebrow dormer feature on the roof and rooflights on the front elevation. The ground floor window at the side serves a family/dining room with windows also in the rear elevation.



Photos: Front of no. 7 Kearton Close Side elevation of no. 7 from the application site

8.24 Whilst it should be noted that the SDG indicates that little protection should be given to side facing windows, some of the side facing windows are principle room windows with no other windows serving those rooms. The nearest building proposed has been set further back into the site so that it is not opposite the side elevation of no 7, therefore minimising the impact on light and outlook. This proposed building also

does not cut a 45° angle in plan and so would not significantly effect the rear windows.

8.25 No. 9 Kearton Close sits forward of no. 8 in the street scene and is a two storey house with a single storey rear extension. No. 9 has a side facing window. There is high natural screening along the side boundary obscuring views through to no. 9. The nearest house would be approximately 12m from the rear elevation and at an angle of approximately 45°. It therefore would have a minimal impact on that property.



Photo: No. 9 Kearton Close



Side boundary with no. 9 Kearton Close

8.26 Nos. 4 and 5 Cadogan Place are two storey houses which face each other across Cadogan Place and whose side elevations face towards the site. No 4 has a side facing window which planning records shows serves an en-suite.



Photos: Nos. 4 and 5 Cadogan Place



Looking at no. 4 from the application site



Looking towards no. 5 from the application site.

- 8.27 The proposed development would be in close proximity to the side of nos. 4 and 5 Cadogan Place. The nearest unit would be positioned in front of the front elevations of both properties and so would not lead to significant overlooking or other impacts. An amended drawing has been received showing the larger dormer extension to unit 1 at the rear would be part louvre in order to minimise direct overlooking. The dormer extensions facing Cadogan Place of unit 3 would also be part louvre in order to minimise direct overlooking. It is recommended to condition details of the louvres in order to ensure this minimises overlooking also for a condition to be attached for hard and soft landscaping details to be submitted which would also assist, with mitigating against undue harm to these properties.
- 8.28 No. 2 Lovelock Close is a detached bungalow. There is high natural screening at rear which obscures views from the application site to no. 2. One of the trees would be removed, however it is proposed to replace this tree. Unit 4 would be set approximately 30m from the rear of no. 2 Lovelock Close (approximately 21m from the rear of unit 4 to the rear boundary). It is considered unit 4 would be of sufficient distance to not have a detrimental effect on the amenities of no. 2.
- 8.29 Officers are satisfied that the development would not have a significant impact in terms of noise and disturbance and would not introduce sufficient harm to substantiate a sustainable reason for refusal (in view of the current policy position). The Council do however have a code for construction sites "Code of Practice on the Control of Noise and Pollution from Construction Sites" which would be placed as an informative (in the event planning permission is granted) and a Construction Logistics Plan to be submitted as a pre-commencement condition.

Access and Parking

- 8.30 Policies 6.12 and 6.13 of the London Plan (Consolidated with Alterations Since 2011) seek to ensure that the road network is safe for all while ensuring that an appropriate level of parking is provided in new developments. Policy SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travel and parking standards. Policy DM29 of the Croydon Local Plan 2018 – Promoting sustainable travel and reducing congestion. (b) Have a positive impact and must not have a detrimental impact on highway safety for pedestrians, cyclists, public transport users and private vehicles. In 10.29 "All development has an impact on traffic movement in the borough. In order to reduce impact on traffic movement the Council will require new development to promote measures to increase the use of public transport, cycling and walking. Policy DM30 – Promoting sustainable growth and reducing impact of car parking in new development.
- 8.31 The site is located within an area with a PTAL rating 0 which indicates a very poor level of accessibility to public transport links. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that

up to 1.5 spaces per unit being provided for 3 bedroom properties and less than 1 space for smaller properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 5.5 spaces

- 8.32 The proposal is for 4 houses. Six parking spaces would be provided therefore the scheme would provide an acceptable level of parking.
- 8.33 Kearton Close is not a classified road. It is proposed to modify the access which would be widened to 4.1m to facilitate the simultaneous entry and exit of standard sized vehicles in a safe and convenient manner. Given the siting of the access on the road network in a corner location, this is considered acceptable. There is a lamppost on the pavement which would need to be re-located. It is considered this can be secured via condition (highways condition).
- 8.34 The Transport Statement states a minimum of two car parking spaces would be provided with electric vehicle charging points. It is recommended for this to be secured via condition.
- 8.35 With regards to highway safety, being a cul de sac vehicles are generally travelling slowly. The proposal would not result in a significant increase in traffic and would not significantly impact on highway safety.
- 8.36 Cycle stores would be provided in each garden. The number of spaces is considered acceptable. Details in relation to cycle provision/storage would be secured via a condition.
- 8.37 Each of the units would have refuse facilities. A collection point would also be located adjacent to the front boundary for collection days. The drag distance should not exceed 30m. It is recommended for details of refuse to be secured via condition.
- 8.38 The Council's Highway's and Environmental Health teams have assessed the initial Construction Environmental Management Plan. Concern has been raised regarding the proposed route for construction vehicles. It is considered a suitable route can be achieved and therefore this can be dealt with as part of the pre-commencement condition for the CLP. Environmental Health matters would be placed as an informative.
- 8.39 Highways have recommended for the applicants attention to be brought to highway matters. It is considered these can be dealt with by way of a condition/informative.
- 8.40 With regards to emergency vehicles, the Transport Statement (Rev A) states that a hose would not be long enough to reach the furthest property. However it states sprinklers would be installed in all the proposed units. This is acceptable and the details would be controlled by the Building Regulations.
- 8.41 Weighing all highway matters, it is considered the proposed development would not have a detrimental impact on the highway network.

Trees, Landscaping and Ecology

- 8.42 Policy 7.21 of the London Plan states “Trees and woodlands should be protected, maintained, and enhanced” and DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the borough’s woodlands, trees and hedgerows.
- 8.43 The site is not covered by any Tree Preservation Order. A Tree Survey has been submitted for assessment in line with BS5837. The quality/retention categories of ‘A - high’, ‘B - moderate’ and ‘C - low’ being attributed to trees/tree groups.
- 8.44 The development would result in the loss of two trees (Category “C” grade trees) and scrub vegetation. The remainder of the trees would be retained. In accordance with Local Plan Policy DM10.8, a comprehensive landscaping scheme needs to be provided to compensate for the loss of the existing trees. The Tree Survey states a 1:1 replacement for the trees to be removed. Given the number of trees to be retained and replacement trees for the two trees to be removed, this together with a suitable landscaping scheme, is considered acceptable. It is recommended for the Tree Survey/Tree Protection Plan, to be secured via condition and the replacement trees and landscaping to be secured via condition.
- 8.45 The applicant has provided a Preliminary Ecological Appraisal Report which has been reviewed by the Council’s Ecological consultant. The consultant has advised there is sufficient ecological information available to determine the application and that if development occurs in accordance with the Appraisal the impact would be acceptable. It is recommended for the mitigation measures identified in the report to be secured via condition and implemented in full. No enhancement measures have been included and therefore it is recommended for a Biodiversity Enhancement Strategy to be secured via condition prior to slab level.
- 8.46 A landscaping condition would also be imposed in the event planning permission is granted. This would also encourage biodiversity.

Environment, Flooding and Sustainability

- 8.47 SP6.4 of the Croydon Local Plan 2018 - To ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding.
- 8.48 Representations have been received in respect of impact flooding/impact on utilities/poor drainage/ sewers/mains.
- 8.49 A Flood Risk Assessment and SUDs Strategy has been submitted for assessment. The site falls within a Critical Drainage Area and Source Protection Zone, Zone II (the outer protection zone). The fowl sewage would use the mains sewer. It is proposed to attenuate runoff via the use of green roofs coupled to both underground

attenuation storage tanks and a permeable paving sub-base which covers the area of the proposed shared road and parking area. The SUDs strategy is subject to detailed design and further ground investigation works will need to be carried out to determine the infiltration rate into the chalk. It is recommended for a condition to be attached for further details of SUDs to be submitted prior to the commencement of any above ground works and a condition for details of the sedum roof/flood resistance and resilience measures to be submitted prior to any above ground works

- 8.50 Conditions can be attached to ensure that the mains water consumption would meet a target of 110 litres or less per head per day and 19% emissions. This is considered acceptable.
- 8.51 A condition would be attached for a Construction Logistic Plan to be submitted prior to the commencement of the development. It is also recommended for an informative on the decision for the applicants to carry out the works in line with the Council's code for construction sites.
- 8.52 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, such as local schools.

Conclusions

- 8.53 The principle of residential development is considered acceptable within this area. The development has successfully been designed as a contemporary reinterpretation of the traditional dwellings found in the area. The development accords with the Suburban Design Guide in terms of its massing and overall impact on the visual amenities of the area. With the imposition of conditions the proposal would not have a significant effect on the adjacent properties and provides adequate amenity for future residents. The applicant has demonstrated that the proposal would have an acceptable impact on highway safety and the highway network. The loss of existing trees on site would be mitigated by suitable landscaping/replacement tree planting. The proposal is considered to accord with the relevant policies.
- 8.54 Whilst it is acknowledged there are other developments nearby, each application is judged on its own individual merits.
- 8.55 All other relevant policies and considerations, including equalities, have been taken into account.

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