

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, Lynne Hale and Joy Prince

A meeting of the **Planning Sub-Committee** which you are hereby summoned to attend, will be held on **Thursday, 25 March 2021** 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: <http://webcasting.croydon.gov.uk/meetings/12037>

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www.croydon.gov.uk/meetings
Wednesday, 17 March 2021

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 Thursday 4 February 2021 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 21/00214/FUL Garages rear of 42 – 50 Chipstead Avenue
(Pages 13 - 36)

Demolition of 10 existing lock up garages and erection of 4 part two storey, part three storey detached houses (1no. 1 bed/2 person, 1no. 2 bed/3 person, 2no. 3 bed/4 person) with associated hard and soft landscaping, boundary treatments, bicycle and bin storage.

Ward: Bensham Manor
Recommendation: Grant permission

5.2 20/06091/FUL Land Rear Of 56 Bramley Avenue, Coulsdon, CR5 2DQ (Pages 37 - 56)

Erection of a pair of semi-detached dwellings with associated parking and landscaping.

Ward: Coulsdon Town
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 4 February 2021 at 6:01pm 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, Clive Fraser, Gareth Streeter and Lynne Hale

Also

Present: Councillor Stephen Mann

PART A

A86/20 **Minutes of the previous meeting**

RESOLVED that the minutes of the meetings held on Wednesday 18 November 2020 and Thursday 17 December 2020 be signed as a correct record.

A87/20 **Disclosure of Interest**

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

A88/20 **Urgent Business (if any)**

There was none.

A89/20 **Planning applications for decision**

A90/20 **20/01611/FUL Land Adjacent 28 Stambourne Way, SE19 2PY**

Demolition of existing garage and construction of a 3 bedroom, detached dwelling house.

Ward: Crystal Palace/Upper Norwood Ward

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 Stephen Mann 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 Clive Fraser.

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 Land Adjacent 28 Stambourne Way, SE19 2PY.

A91/20 **20/02725/FUL 6 Westow Hill, Upper Norwood, London, SE19 1SB**

Change of Use of the ground floor and basement from a betting shop (sui generis) to an Adult Gaming Centre (sui generis) with external alterations and associated works.

Ward: Crystal Palace and Upper Norwood

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

Mr Tine Bladberg provided a written statement in objection to the application. This was read out by the committee clerk.

Mark Thompson, Mr Shaun Hooper and Mr Dennis Pope, the applicants and applicant's agent, spoke in support of the application.

Ward Member Councillor Stephen Mann 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 Chris Clark. This was seconded by Councillor Paul Scott.

The substantive motion was carried with two Members voting in favour and three Members abstaining their vote.

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The Committee therefore **RESOLVED** to **GRANT** the application for the development of 6 Westow Hill, Upper Norwood, London, SE19 1SB.

The meeting ended at 7.20 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.

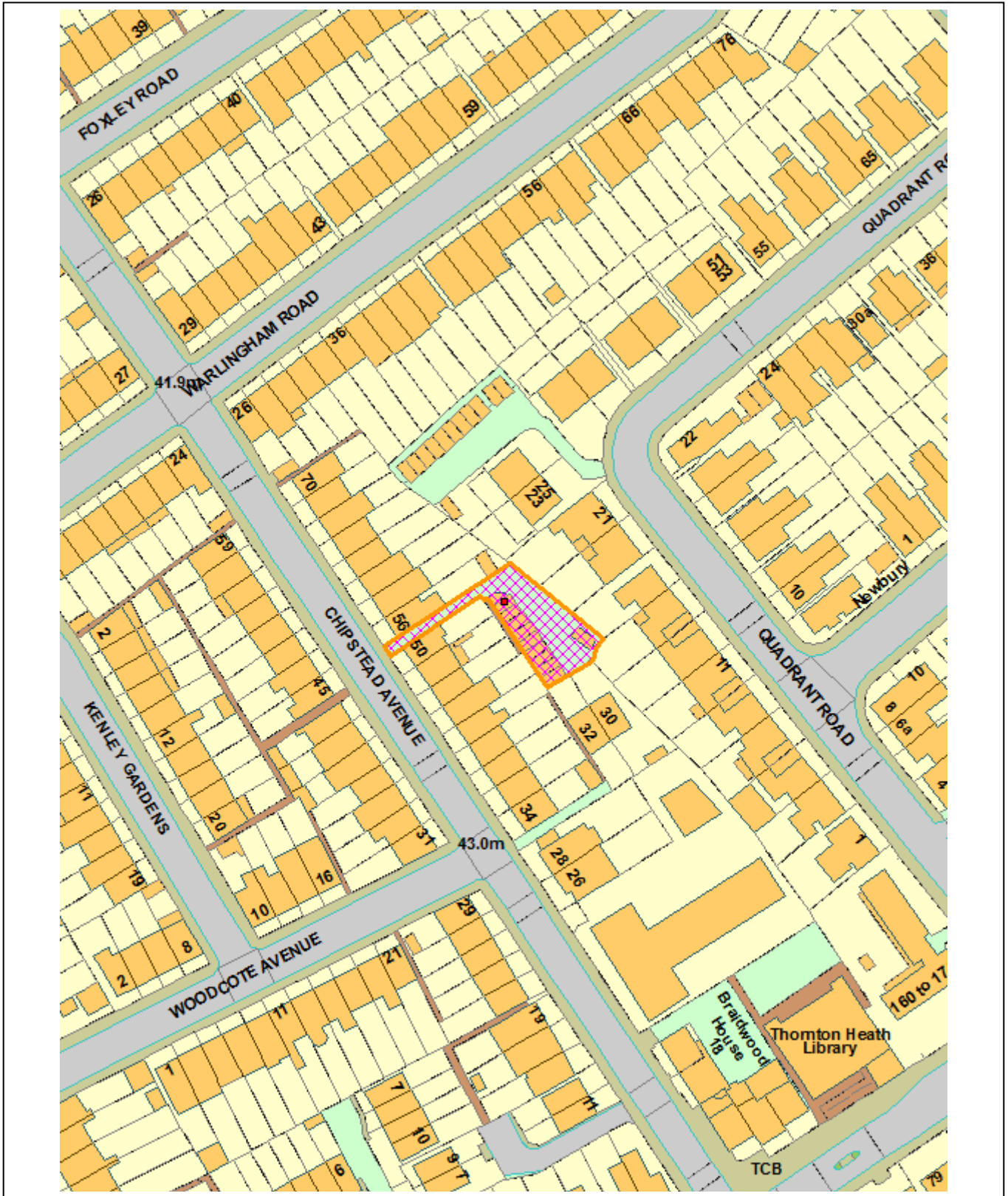
8. BACKGROUND DOCUMENTS

- 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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Officer Report:

PLANNING SUB- COMMITTEE AGENDA

25 MARCH 2021

PART 5: Planning Applications for Decision

Item 5.1.

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 21/00214/FUL
Location: Garages rear of 42 – 50 Chipstead Avenue
Ward: Bensham Manor
Description: Demolition of 10 existing lock up garages and erection of 4 part two storey, part three storey detached houses (1no. 1 bed/2 person, 1no. 2 bed/3 person, 2no. 3 bed/4 person) with associated hard and soft landscaping, boundary treatments, bicycle and bin storage.
Drawing Nos: P002 ; P010 ; P020 ; P021 ; P300 ; P301 ; P302 ; P303 ; P310 ; P311 ; P312 ; P313 ; P314 ; P315 ; P200 ; P201 ; P202 ; P203 ; P101 ; P102 ; P103 ; P104 ; P105 ; P106 ; P107 ; P108 ; P109 ; P110 ; P111 ; P112 ; P001.
Applicant: Chipstead Garages Ltd
Case Officer: D Gibson

Proposed Residential Accommodation

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

Car Parking and Cycle Storage Provision

Car Parking Spaces	0
Cycle Spaces	8 (2 per house) and 2 visitor spaces

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

2.0 RECOMMENDATION

2.1 That the Planning Sub-Committee resolve to **GRANT** planning permission subject to securing a S106 Legal Agreement to restrict residential parking permits in the event of a future Controlled Parking Zone being brought into effect on local roads.

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. In accordance with the approved plans.
2. Development to be implemented within three years.

3. External facing materials to accord with submission details.
 4. Soft and hard landscaping, including new tree planting and biodiversity enhancements, and boundary treatments to be implemented in adherence with application submission details and retained as appropriate thereafter.
 5. Development to adhere to tree protection measures set out in submitted arboricultural report.
 6. Following details to be submitted to Council for approval and provided prior to commencement of development/prior to first occupation of dwellings as appropriate : security lighting (siting/manufacturer) ; materials of bin and residential cycle stores ; finished floor levels ; PV roof panels (dimensions / manufacturer) ; bollard to front access (siting/dimensions/manufacturer) ; turn-table details (siting/manufacturer/dimensions).
 7. Following details to be provided prior to first occupation of new dwellings : visitor cycle storage ; water-butts ; compost bins.
 8. Development to meet Carbon Dioxide 10% reduction beyond Part L 2013 Building Regulations.
 9. Development to meet 105 litre per person/day water use target.
 10. Implementation and adherence to SUDs Strategy submitted with application.
 11. No windows at first floor or above other than as shown on approved plans.
 12. First floor and second windows facing north-east and south-west to be implemented as obscured-glazed and retained thereafter.
 13. First and second floor windows to have inward-opening mechanisms as specified in approved plans and documents.
 14. Roof areas not to be used as balconies, terraces, etc.
 15. Removal of householder permitted development rights.
 16. Submission of full Construction Logistics Plan to Council for approval prior to commencement of demolition/construction works.
 17. Submission of environmental and historical site review for contaminated land for approval prior to commencement of above ground works and any remedial works to be undertaken as necessary.
 18. Submission of Refuse Management Plan for approval prior to first occupation of the dwellings.
 19. All dwellings to meet M4(2) accessibility standard.
 20. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.
- 2.3 That, if within 3 months of the issue of a draft planning permission decision notice, the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal is an application for full planning permission:

3.2 The proposal includes the following:

- Demolition of the existing garages on site.
- Erection of a terrace of 4 houses ; comprising 2 two storey houses (1 and 2 bedrooms respectively), and 2 three storey 3 bedroom houses.
- Provision of associated covered cycle storage and covered refuse storage.

- Provision of turning-table to provide future vehicle access to garage at rear of 56 Chipstead Avenue.
- Provision of a communal external amenity space.

Site and Surroundings

- 3.3 The site has a gross area of 397 square metres and comprises a block of 10 garages (and one ancillary brick store) behind two storey terraced houses at 42 – 50 Chipstead Avenue on the north-eastern side of Chipstead Avenue. Details of the occupancy and function of the garages is provided further on in this report. The site is bounded by the side boundary of the rear garden of 56 Chipstead Avenue to the north-west, and to the south-east by the rear gardens of a pair of semi-detached two storey houses at 30 and 32 Chipstead Avenue which has recently gained planning permission (Ref: 19/5225/FUL) to be demolished and re-developed as part three/part four building with 8 flats. The north-eastern boundary of the site is bounded to by the rear gardens of two storey period dwellings on Quadrant Road. There is an incline on the land rising up from the south-west to the north-east and the properties on Quadrant Road are set on a noticeably higher ground level (approximately 2 metres higher than the ground level of the application site). The site is accessed from a driveway between 50 and 56 Chipstead Avenue. The application site is once thought to have had a pair of houses on it, 52 and 54 Chipstead Avenue. There is one Leylandi (conifer) tree positioned in the south-eastern corner of the site.
- 3.4 The site has a Transport for London Ptal rating of 4 and is within an 8 minute walk of Thornton Heath District Centre and Thornton Heath railway station. Brigstock Road is a two minute walk away and is served by three local bus routes.
- 3.5 Chipstead Avenue is heavily parked, but is not within a controlled parking zone. The relevant Place Policy of the Croydon Local Plan 2018 is DM48 – Thornton Heath. The site is within an 8 minute walk of Thornton Heath District Centre and there is a nearby local shopping parade on Brigstock Road within a three minute walk.



- 3.6 The site is within an area of low flood risk from fluvial flooding and surface water flooding.

Relevant Planning History

3.7 **Application Site**

20/01535/Pre – Pre-application enquiry regarding re-development of site for residential houses.

3.8 **Adjacent Site – 30 and 32 Chipstead Avenue**

19/05225/FUL - Demolition of existing dwellings. Erection of part 3-storey, part 4-storey building comprising 2 x 3-bed, 1 x 2-bed, 3 x 1-bed and 2 x studio flats with associated landscaping, boundary treatments, refuse and cycle storage.

Granted Planning Permission 13/02/2020 (not yet implemented).

3.9 **Nearby Site – 20 Chipstead Avenue**

16/06343/FUL - Demolition of former care home. Erection of four storey building comprising 20 one bedroom and 4 two bedroom flats. Erection of three storey building comprising 3 one bedroom flats together with car parking, landscaping and associated works.

Granted Planning Permission 01/06/2017 (implemented).

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 brownfield status of the land.
- The proposal includes 2 three-bedroom family unit dwellings.
- The design and appearance of the development is appropriate. Whilst it is acknowledged that the development would be a innovative and original scheme, the form, height and massing of the houses would take character references from the historic fabric of the site and from the surrounding houses

and its overall form, massing and height be in context with the surrounding built environment and recently consented developments in Chipstead Avenue.

- 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).
- A car free scheme would be acceptable given the good Ptal of the site and the constraints of the existing narrow width vehicle access into the site. The site is also within a short walk of local bus routes, Thornton Heath railway station, and local shops and services in the nearby shopping parade and a District Centre.
- Sustainability aspects have been properly assessed and their delivery can be controlled through planning conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of 17 letters of notification to neighbouring properties in the vicinity of the application site.

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

No of individual responses: 49 Objecting: 47* Supporting: 2

*10 objections were received from addresses outside of Croydon.

6.3 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 Objection Comments

Objection	Officer Comment
Housing	
1. Character does not achieve policy objectives.	See paragraphs 8.2 to 8.19 below.
Townscape	
2. Overdevelopment 3. Out of character	See paragraphs 8.2 to 8.19 below.
Amenity of Adjacent Residents	
4. Loss of outlook 5. Loss of privacy 6. Loss of light 7. Effect on safety	See paragraphs 8.23 to 8.30 below.

8. Will obstruct access to rear.	
9. Increased noise	See paragraph 8.29 below.
Amenity of Future Occupiers	
10. Inadequate amenity space	See paragraph 8.20 below.
Transport and Highways	
11. Increased traffic 12. Increased parking 13. Highway safety 14. Effect of construction traffic. 15. Emergency vehicle access. 16. Poor refuse collection arrangements.	See paragraphs 8.31 to 8.38 below.
Trees and biodiversity	
17. Affect on trees/planting 18. Affect on wildlife	See paragraphs 8.41 and 8.42 below.
Other Matters	
19. Inadequate drainage	See paragraph 8.39 below.
20. Not consulted on application.	The application was publicised in accordance with statutory legislation.
21. Effect on property value.	This is not a material planning consideration.

Summary of Supporting Comments

<ol style="list-style-type: none"> 1. Good development. 2. More developments should be car free. 3. Will increase security of Chipstead Road houses. 4. Appearance of scheme is better than Cheriton House scheme. 5. Garages are an eyesore.
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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 2021, the Croydon Local Plan 2018 and the South London Waste Plan 2012.
- 7.2 Policy H1 of the London Plan 2021 sets out ten-year net housing completion targets for which boroughs should plan. To ensure that ten-year housing targets are achieved, boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development Plans and

planning decisions, especially including sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800 metres distance of a railway station or town centre boundary. The ten-year overall housing completion target set for Croydon is 20,970 new homes (2019-2029).

- 7.3 Policy H2 of the London Plan 2021 states that boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to amongst other things :
- 1) significantly increase the contribution of small sites to meeting London's housing needs
 - 2) diversify the sources, locations, type and mix of housing supply
 - 3) support small and medium-sized housebuilders
 - 4) achieve the minimum housing completion targets set out for small sites and overall housing.
- The ten-year minimum target for small site housing completions for Croydon is 6,410 (2019 – 2029).
- 7.4 The small sites 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 (small sites) sites each year.
- 7.5 It is important to note that in the London Plan 2021, the overall housing target per annum of 2,079 new homes (2019 – 2029) as compared with 1,645 in the Croydon Local Plan 2018. Therefore, Croydon is required to deliver more new homes than our current Croydon Local Plan 2018.
- 7.6 For clarity, London Plan 2021, the Croydon Local Plan 2018, and South London Waste Plan 2012 are the primary consideration development plans when determining planning applications.
- 7.7 Policy H1 of the London Plan 2021 recognises the pressing need for more homes in London and Policy H10 promotes a varied housing mix to provide different sizes and types of dwellings in the highest quality environments. The impact of the London Plan 2021 is set out in paragraph 7.2 to 7.4 above.
- 7.8 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.
- 7.9 The main policy considerations raised by the application that the Committee are required to consider are:

7.10 London Plan 2021

- GG1 Building Strong and Inclusive Communities
- GG2 Making the Best Use of Land
- GG3 Creating a Healthy City
- GG4 Delivering the Home London Needs
- GG6 Increasing Efficiency and Resilience
- 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
- D11 Safety, Security, and Resilience to Emergency
- D12 Fire Safety
- D14 Noise
- G1 Green Infrastructure
- G4 Open Space
- G6 Biodiversity and Access to Nature
- G7 Trees and Woodland
- SI 1 Improving Air Quality
- SI 2 Minimising Greenhouse Emissions
- SI 4 Managing Heat Risk
- SI 5 Water Infrastructure
- SI 12 Flood Risk Management
- SI 13 Sustainable Drainage
- T1 Strategic Approach to Transport
- T2 Healthy Streets
- T4 Assessing and Mitigating Transport Impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential Parking
- T7 Deliveries, Servicing and Construction

7.11 Croydon Local Plan 2018

- SP1 The Places of Croydon
- DM48 Thornton Heath
- 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
- SP6.3 Sustainable design and construction

- DM23 Development and construction
- DM24 Contaminated land
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

7.12 There is relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues raised by the application that the Planning Sub-Committee are required to consider 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. Sustainability
10. Trees, landscaping and biodiversity
11. Other planning matters

Principle of Development

- **New Housing**

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 2021 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. In order to provide a choice of housing for

people in socially-balanced and inclusive communities in Croydon, the Council will apply a presumption in favour of sustainable development of new homes.

- 8.3 This presumption includes Thornton Heath, which is identified in the 'Places of Croydon' section of the CLP (2018) as being an area for '*Moderate residential growth with some opportunity for windfall sites, limited infilling, and dispersed integration of new homes will respect existing residential character and local distinctiveness*'. 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 London Plan 2021 Policy D2 on Small Sites advises that for London to deliver more of the housing it needs, small sites (below 0.25 hectares in size) must make a substantially greater contribution to new supply across the city. Therefore, increasing the rate of housing delivery from small sites is a strategic priority. Achieving this objective will require positive and proactive planning. The density of the site would equate to 327 habitable rooms per hectare. The London Plan Policy D3 does not set out specific density ranges for new development. Instead, it requires new development to optimise site capacity through a design-led approach. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. Officers consider that the density of the scheme would be appropriate and that the proposed development has taken a design-led approach.
- 8.5 In the vicinity recent planning permissions at 30-32 Chipstead Avenue and at 20 Chipstead Avenue (Cheriton House) has established the principle of re-developing land for more intensive residential use. The development at 30-32 would result in a part three/part four storey building (8 flats) being sited behind houses on Chipstead Avenue and adjacent to rear gardens of houses in Quadrant Road. Further to the south of the site the Cheriton House re-development is completed scheme and has resulted in a part three/part four storey built form (27 flats) ; a new three storey block within that development is also sited behind houses in Chipstead Avenue and directly adjacent to the rear gardens in Quadrant Road. Given 30-32 Chipstead Avenue is directly adjacent to the southern boundary of the application site, and given Cheriton House is only a short distance away, then it is considered that the locality is seen an acceptable in principle for intensive residential development of a minimum of three storeys height as sought by policy.
- 8.6 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 will all other relevant material planning considerations, the principle of development is supported.

Housing and Housing Mix

- 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 'innovative and original' housing development within a residential area.
- 8.8 The development proposes 4 single dwelling houses and a unit mix comprising of 1 x 1 bedroom/2 person (25%) house, 1 x 2 bedroom/3 person (25%) house, and 2 x 3 bedroom/4 person (50%) houses. The proposal would make provision for 50% of the accommodation as family (3 bedroom) accommodation. This would exceed the strategic target of 30% for family homes set out in policy. Moreover, the proposed development would also provide a mix of accommodation for different household sizes. Therefore, the provision of family accommodation and mix of accommodation is considered acceptable and moreover would exceed the strategic target for family homes set out in policy.

Townscape and Visual Impact

- 8.9 The garages on site are privately owned (not Council owned) and there is no objection to the demolition of the existing garages on the site as several are vacant and it has been established that the ones in use are not in use by any residential occupiers in the adjacent roads. It is also evident that some fly-tipping has occurred on the site.



- 8.10 On optimising sites the Suburban Design Guide (para 2.3.5) advises that in order to make efficient use of sites new development should ensure they make the best use of the site. This may include the provision of higher density housing such as terraced houses and flats.
- 8.11 Policy DM10.1 states that proposals should achieve a minimum height of three storeys. The proposal includes provision of 2 three storey houses and 2 two storey houses on the site. In the area the existing houses facing directly onto Chipstead Avenue and Quadrant Road are predominantly two storeys in height. However, there is also an example of a recently completed newer residential development (Planning Ref: 16/06343/FUL) at the former Cheriton House site at 20 Chipstead Avenue where the height of the buildings are 3/4 storeys in height with 27 flats. There is also an extant planning permission (Ref: 19/05225/FUL) for re-developing 30-32 Chipstead Avenue as a 3/4 storey building with 8 flats. The site at 30-32 Chipstead Avenue is similar to the subject application site as it is also sited behind and between the houses facing Chipstead Avenue and Quadrant Road. It is sited directly adjacent to the south-eastern boundary of the application site.
- 8.12 The Council's Suburban Design Guide (para 2.13.1) specifically advises that *'Back land sites and blocks of garages tend to be of a size to accommodate developments of a larger scale. The height of back land development should generally be no greater than the predominant surrounding buildings. If the development introduces a bigger built form, it can be advisable to step the height...Stepping the height of a proposal can help to retain a sense of openness when viewed from neighbouring properties'*. The proposed development would fit in with the height and backland grain of new recently completed development at the Cheriton House site and with the development approved for 30-32 Chipstead Avenue. Due to the significant change in land level between Chipstead Avenue and Quadrant Road the overall height of the development would only appear as two storeys height when viewed from Quadrant Road and the third storeys (second floors) serving the three bedroom houses would actually be lower in overall height than the houses on Quadrant Road, and lower in height than the recently completed re-development of the Cheriton House site, and the approved scheme at 30-32 Chipstead Avenue. The stepped two and three storey height of the proposed houses and the spaces they would provide within the built form, and the set-backs in its form would also help to alleviate the overall massing of the development by allowing long views across the site. This is advocated by the Suburban Design Guide (para 2.13) which advises stepping the height and/or footprint of a new backland development proposal can help to retain a sense of openness when viewed from neighbouring properties. It is therefore considered that this scale of development is acceptable within this location.



- 8.13 The proposal takes an innovative and original approach to character. However, the proposal does take references from the vernacular of the local environment and uses them to good effect in the design. For example, the proposed two-third proportion of the roof forms, and set backs, and the stepped façade rhythm of the houses have been informed by the existing arts and craft style houses facing onto Chipstead Avenue. Furthermore, the window arrangement to the houses would graduate in size from the ground to the upper storeys, with larger windows at ground level and smaller windows at the upper storeys. This is intended to reference the graduation window size arrangement of houses in Quadrant Road.
- 8.14 The proposed houses would be finished with two contrasting materials. The ground floor would be clad in heavy stone, while the upper floors/tapering roof forms would be clad in assembled corrugated cladding tiles with three different profiles. The heavy stone cladding is intended to refer back to the historic use of the site as gravel pit, but also to ground the development in much the same way as the existing garages do on site. The corrugated cladding is intended to reference the latter use of the site as garages. The reason for using three different profiles in the cladding is to break down the massing of the form of the upper storeys and to create interest, articulation and texture through the way shadow would fall from the profiles. It is noted that the proposed choice of materials is the same as approved under the approved re-development scheme at 30-32 Chipstead Avenue.



- 8.15 Rainwater goods and vents would be hidden and would only terminate through the roofs and side walls of the proposed houses. None would be visible on the front elevations. The windows of the houses would be recessed and would be formed of powder coated aluminium timber composite frames.
- 8.16 The proposed houses would all have private garden amenity areas arranged to the rear and/or side of the houses. These would be supplemented by front/side gardens which would provide defensible spaces to each house. The footpath in front of the proposed houses would be formed of grass-block interlocking paving, which uses recycled plastic and which provides natural drainage. The footpath would also maintain access to the rear gardens for the residents of the existing houses fronting Chipstead Avenue. A landscape strategy has been submitted with the application which indicates significant greenery of these areas. It includes provision for tree planting, lawn and shrub planting and climbing plants, as well as green roofs to the cycle stores. A communal amenity area with a barbeque space would be formed of cobble stones and would be positioned near to the top entrance into the site ; this would also double-up as a turn-table area to serve as access for a car to the rear garage behind the house at 56 Chipstead Avenue (if a future occupier of 56 intends to use it for parking a car. Further detail of the proposed landscaping strategy is provided further on in this report.
- 8.17 New close boarded 1.8 metre height fences with a 0.3 metre height trellis on top would be provided in places where there are no existing boundary fences around the perimeter of the site. In places where there is an existing 1.8 metre height boundary fence/wall to the perimeter of the site a 0.3 metre height trellis would added to the top to meet Secure by Design objectives. The proposed houses would have a low rope railing to their front garden to demarcate the

boundary of the houses without detracting from the landscaping proposed to the footpath.

- 8.18 The application site is within an established residential area and one in which there is a gradual re-development of windfall sites and backland sites. The individual and cumulative impact of the development on the local character is considered to be acceptable as assessed above. The impact of the development on the neighbouring highway network (including car parking capacity) is acceptable, as considered in detail further on in this report. As a backland site the proposal would result in a development that would have no discernible impact on the appearance of the street scene and it would provide a more effective use of what is to all intents and purposes a brownfield site. It would accord 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. It is also in a location that is accessible to a local public transport and to local shops and services.
- 8.19 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 providing a high quality sustainable development and optimising land use through new development.

Housing Quality for Future Occupiers

- 8.20 All of the proposed new houses would comply with or exceed the internal dimensions required by the Nationally Described Space Standards (NDSS) and London Plan. A daylight/sunlight analysis has been submitted with the application and officers concur with its findings that all of the proposed habitable rooms of the development would receive acceptable natural light. All would have private external amenity spaces in the form of a private garden areas to meet minimum space standards. The end houses in the proposed terrace would have the largest garden areas. The two houses positioned in the middle of the proposed terrace would each have private rear gardens of 4.5 sq metres in area. This would fall short of the 6 sq metres area and 7 sq metres area minimum standards respectively required for 2 bedroom/3person and 3 bedroom/4person dwellings. However, generous front gardens of 7.8 sq metres would be provided to supplement the rear gardens. In this instance the use of the front garden areas to supplement the rear garden area to achieve the overall minimum private amenity standards would be acceptable on the basis that the proposal is a backland development and so the front gardens would provide more privacy than if they were facing directly onto a street. Furthermore, it is not a requirement for new houses but, there would also be provision made for a communal amenity space to be provided at ground level in a communal side garden near to the top entrance of the site. A local recreation ground, Trumble Gardens on Brigstock Road, is also less than a 5 minute walk away and so would also be an outdoor resource close at hand for future occupiers and those with children.
- 8.21 The houses would all make provision for M4(2) accessibility. None of the dwellings are proposed with M4(3) accessibility, but this is considered

acceptable in this instance given the minor nature of the proposed development.

- 8.22 Overall, the proposed development could provide an interesting and pleasant place to live for future occupiers. The proposed soft landscaped front gardens and front path and the communal garden would provide opportunity for further recreational use for the residents and could assist in providing community cohesion. The provision of soft landscaping to the forecourt would contribute to a pleasant public realm.

Residential Amenity for Neighbours

- 8.23 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 houses on the site would not have any adverse effect in terms of light, privacy, or outlook on the amenities of residents in adjacent properties.

Distances to Adjacent Houses

- 8.24 The nearest distance between the south-western facing façade and rear of houses at 42 – 50 Chipstead Avenue would be 13.9 metres. The nearest distance from the south-eastern flank of the terrace to the rear of houses at 30 & 32 Chipstead Avenue would be 9.2 metres, although there would be a separation distance of 10.8 metres to 30 Chipstead Avenue. The nearest distance from the north-western rear façade to the houses at 19 – 21 Quadrant Road would be 10.3 metres, although the separation distance also graduate to 12.4 metres and 14.2 metres due to the tapered nature of the application site. The Suburban Design Guide (paras 2.9.10 to 2.9.13) set outs a minimum expected back-to back distance of 18 metres between new dwellings and adjacent properties. However, the 18 metre distance is specifically intended as the back-to-back distance of habitable rooms. The layout of the proposed new dwellings shows that the proposed front facing and rear first and second floor windows facing south-west and south-east towards Chipstead Avenue houses, and north-east towards the Quadrant Road houses would be high-level secondary windows, where they serve habitable rooms, or obscure-glazed where they serve non-habitable rooms. The only exception is the first floor bedroom window of the house proposed to be sited closest to the southern boundary of the site. However, that particular window would face towards a row of Leylandi (conifer) trees in the rear garden of 15 Quadrant Road and so would not result in any adverse overlooking to the Quadrant Road houses. It is considered that all of the other first and second floor windows facing south-west, south-east and north-east could be provided as obscure-glazed and this can be secured by condition. It is also noted that all of the first and second floor windows are proposed to open inwardly, and this should also assist to prevent future occupiers from overlooking any adjacent properties and this can also be secured by condition. Therefore, it is considered that the back-to-back distances that would be achieved between the development and adjacent houses in Chipstead Avenue would be acceptable in this instance.



Privacy

8.25 As advised above, the proposed layout of the houses is such that they would have no principle habitable room windows at first floor or above facing directly towards the adjacent houses in Chipstead Avenue or Quadrant Road. Where first floor or above windows would face directly towards houses in Chipstead Avenue or Quadrant Road they would either serve as secondary high-level windows to habitable rooms, or serve non-habitable rooms. The layout also shows that the first and second floor windows would all be inward-opening. As advised above, it is acknowledged that a first floor rear double-bedroom window in the proposed end house is directed at an angle towards the end of the rear garden of 15 Quadrant Road. However, the applicant advises this arrangement has been formed with regard to the position of a row of Leylandi (conifer) trees positioned in the north-western end of the garden of 15 Quadrant Road, which would effectively provide a natural screen to prevent any adverse overlooking of the garden area and houses to the south-west in Quadrant Road.

Outlook

8.26 The applicant has demonstrated that the arrangement and height of the proposed houses would meet a 45 degree vertical angle line when viewed from rear ground floor windows of houses in Chipstead Avenue (including 30 & 32 Chipstead Avenue) and Quadrant Road. The applicant has not provided a 25 degree angle line, which would usually be expected. However, in this particular

instance the development would have a stepped height arrangement and the resulting built form height gaps would assist in retaining the openness towards and across the site when viewed from the adjacent properties and this would accord with the design guidance (paragraph 2.13.1) of the Suburban Design Guide which on backland development advises that '*If a development introduces a bigger built form, it can be advisable to step the height. Stepping the height of a proposal can help to retain a sense of openness when viewed from neighbouring properties*'. Therefore, the stepped height arrangement of the proposed houses would maintain long views across the development site from adjacent properties and would not result in adverse loss of outlook. The proposed stepped height arrangement would also prevent the massing and height of the development being oppressive when viewed from the rear gardens of houses in Quadrant Road and Chipstead Avenue.

Light

- 8.27 A daylight/sunlight analysis was submitted with the application and an analysis on the effect of the proposed development to 57 windows in adjacent residential properties in Chipstead Avenue and Quadrant Road was undertaken. This included a survey of the re-development scheme approved at 30-32 Quadrant Road. The analysis found that there would be Vertical Sky Component (VSC) fails technical fails to three windows and these windows are all ground floor windows at the re-development scheme approved at 30-32 Quadrant Road. However, further analysis of those effected windows were undertaken in the daylight/sunlight report in the form of a no sky line test and the results advise they demonstrate guidance with BRE guidelines. All of the windows to the rear of the houses on Quadrant Road (No's 26-42 in the submitted report) would retain in excess of 90% of existing VSC levels when comparing existing light levels to proposed light level and most of them would retain over 95% of existing VSC levels. In addition, they would all receive in excess of 80% of annual and winter sunlight hours and, again, most would retained over 90% of light. The daylight/sunlight analysis also considered the effect of the proposed development on adjacent residential rear gardens and concludes it would meet and exceed BRE guidelines. In this case officers concur with the outcomes of the daylight/sunlight analysis that no adverse loss of light would result to adjacent residential occupiers from the proposed siting and massing of the proposed development.

Other Amenity Issues

- 8.28 To further protect adjacent occupiers on matters of privacy, outlook and light the Council would seek to ensure by condition that householder permitted development rights are removed for the proposed houses.
- 8.29 In terms of noise and general disturbance it is considered that there would be noise and general disturbance result from demolition and construction works. An outline construction logistics plan was submitted with the application, but a full construction logistics plan can be secured by condition to ensure proposed works are effectively managed to minimise disruption and disturbance. It is not considered that the development would result in any adverse increased noise from the number of dwellings proposed on the site given the minor nature of the development.

- 8.30 The proposed access path in front of the proposed houses would allow residents in Chipstead Avenue to still access their rear gardens. In terms of safety and security it is considered that increased natural passive surveillance would result from the proposed development, so it is likely to provide a safer environment than the existing garage function of the site. Details of security lighting to the external access and external circulation areas would be secured by condition.

Parking and Highway Safety

- 8.31 A garage use survey was submitted as part of the Design and Access statement submitted with the application. There are a total of 10 garages on the site (9 in a row behind 42 – 48 Chipstead Avenue, and 1 in the south-eastern corner of the site). It should be noted that there one of the garages has a small brick store building (behind 50 Chipstead Avenue) attached at the end of the row of garages. A total of 4 of the garages are vacant. The remaining garages are let on short-term (month-to-month) tenancies and the tenant addresses are not ones from local roads. The applicant also advises that the garages are predominantly used for lock-up storage rather than car parking. As a result, the loss of the garages is unlikely to have any adverse effect on parking availability on Chipstead Avenue.
- 8.32 No off-street parking is proposed on the site. The site has Transport for London Ptal rating of 4 and is within an 8 minute walk of Thornton Heath railway station and Thornton Heath District Centre. There are also three local bus routes serving Brigstock Road, which is a two minute walk away. A total of 8 cycle spaces (2 per house) are proposed, aswell as a cycle rack providing 2 visitor cycle spaces. This would comply with the London Plan 2021. Given the site is within a relatively short walking distance to local buses, the railway station and the District Centre, then it is considered the proposed development would assist in promoting sustainable travel use. The site is not within a Controlled Parking Zone (CPZ). Notwithstanding that the applicant has agreed to enter into a legal agreement to prevent residents of the proposed houses from obtaining residential parking permits in the event of a CPZ coming forward in the local roads. A local Car Club space will also result from the approved and recently implemented Cheriton House re-development scheme on Chipstead Avenue and this would provide an opportunity for future residents to use it. While it is acknowledged that the submitted Transport Statement and parking survey therein shows a very high level of on-street day-time/night-time parking stress, it is considered the accessibility of the site and sustainable travel measures that could be accessed would not lead to any adverse increase of off-street parking detrimental to the parking availability and traffic generation on local roads. The Transport Statement also included a travel plan to promote use of sustainable travel modes by future residential occupiers of the development and the travel plan would form part of a welcome pack for any future occupiers.
- 8.33 Given all these circumstances it is considered that a car-free development would be acceptable.

- 8.34 There is an existing garage at the end of the rear garden curtilage of 56 Chipstead Avenue and the applicant advises it is used for storage purposes only. The existing vehicle access into the site would be maintained and a mechanical turning table would be provided at the top of the access to assist turning if the garage is subsequently used for parking a car. The Transport Statement submitted with the application provides tracking diagrams which illustrate a car would be able to enter and exit that particular garage safely and securely. The applicant advises that a bollard with key for use only for the occupier of 56 Chipstead Avenue would be installed at the entrance of the vehicle access to prevent any off-street parking by future residents/other visitors to the site. The provision of the proposed bollard can be secured by condition.
- 8.35 The applicant advises that all the materials of the proposed houses are non-combustible and further advises they would meet building regulations in that respect. The end house within the proposed development (adjacent to the southern boundary of the site) would exceed the 45 metre distance length for a fire appliance hose to reach the dwelling. The distance should be less than 45 metres for the furthest point in the furthest dwelling as detailed in the London Fire Brigade Fire Safety Guidance Note GN29 [iii][iv]. The development site only has access from the existing western side narrow access and the width of the access between is 2.3 metres. This is less than the minimum requirements for fire service vehicle access of 3.7 metres between kerbs and 3.1 metres between gateways. The applicant therefore proposes that a horizontal riser run is provided from near Chipstead Avenue to provide adequate water supplies for firefighting purposes. The provision of a dry riser would facilitate access for firefighting crews so that the outlet of the dry riser would be within 45 metres of the furthest point of each dwelling. This matter would first need to be agreed with the London Fire Brigade and the developers Building Control regulator. A planning condition can be used to ensure the matter is agreed to that effect prior to the first occupation of the new dwellings.
- 8.36 An outline Construction Logistics Plan (CLP) has been submitted with the application. It advises that HGV vehicles will not be able to access the site due to the limited width of the vehicle access. However, smaller construction vehicles will access the site. Construction vehicle movements would be managed by a banksman and appropriate Traffic Management Orders will be secured to ensure the road safety of adjacent Chipstead Avenue highway. Details of a full CLP can be secured by condition to ensure that the demolition and construction works would be undertaken in a considerate manner and would follow-on from the outline CLP.

Refuse Storage

- 8.37 Refuse storage enclosures would be provided in the front garden of each house. However, the access width into the site would not be suitable for a refuse lorry and as the drag distance of the refuse storage would exceed 20 metres distance from the highway then the applicant proposes that a private contractor will move the bins to a collection point (from a communal collection point) within the site access on collection days. On collection days the bins would be moved to a communal first staging (holding) area by residents and

would then be moved by a private contractor to a second staging (holding) area located in the access of the site and within 20 metres of the pavement for Council operatives to collect. Compost bins would also be provided for each house.

- 8.38 A refuse management plan to secure this arrangement can be secured by condition.

Flood Risk

- 8.39 The site is within an area with a low risk of flooding. A Sustainable Urban Drainage strategy (SUDs) has been submitted with the application and the scheme would utilise measures such as permeable paving, sedum roofs, blue water roofs, and rainwater harvesting (water-butts) to minimise surface water run-off. The measures proposed in the SUDs strategy can be secured by condition.

Sustainability

- 8.40 Policy seeks high standards of design and construction in terms of sustainability and sets out Local and National CO2 reduction targets. The development would be required to reflect new standards set out in the London Plan 2021 to achieve a minimum 10% on-site CO2 reductions beyond Part L of 2013 Building Regulations through on-site energy efficiency measures and renewable technologies. The proposed development proposes to use the fabric of the proposed buildings and fixtures and fittings to meet carbon reduction targets, together with solar panels to the roofs, and air-source heat pumps in each rear garden. Conditions can be used to ensure CO2 reduction compliance and to ensure water use targets have been met following construction.

Trees, Landscaping and Biodiversity

- 8.41 An arboricultural report and a full landscaping strategy were both submitted with the application. The landscaping strategy identifies one existing tree on the site, within the south-eastern corner of the site, which would be removed. There are no other trees on the site itself, but three other trees abut the perimeter of the site. No works are proposed to these trees other than some lateral pruning of overhanging branches of one tree sited adjacent to the eastern boundary of the site. Protection measures would be put in place during works to protect the trees adjacent to the site and this matter can be secured by condition. Therefore, no adverse effect on trees would result from the proposed development.
- 8.42 A full landscaping strategy was submitted with the application. A compacted gravel path and access is proposed to reference the historic gravel pit of the site. It would also assist with sustainable drainage and surface water run-off. A cobble-stone finish is proposed to the communal amenity space and it is considered that its texture and form would complement the proposed facing materials of the houses. A total of 4 new trees are proposed on the site, 2 within the path in front of the proposed houses and 2 adjacent to the communal

amenity area. These would be specifically accommodated within tree pits and would be deciduous trees which could grow up to 3 to 4 metres in height. To supplement the trees a number of border shrubs and flowers and climbing plants are proposed through the private amenity areas, as well as lawn areas. Insect hotels and bird boxes are also proposed. It is considered the proposed landscaping strategy would represent a significant uplift in the greenery of the site, including a net-gain in the number of trees on the site. The landscaping scheme would also bring about additional planting and sustainable drainage and this would assist in tackling climate changes and promoting a net gain in biodiversity as required by the London Plan. The implementation of the proposed landscaping scheme can be secured by condition.

Other Matters

Contaminated Land

- 8.43 The Council would seek to ensure the proposed development is free from any harmful contaminants. This matter can be secured by condition.

CIL

- 8.44 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

- 8.45 Given the significant need for housing within the Borough and the brownfield status of the site, the principle of this residential development is considered acceptable within this area. The proposed design would bring forward an innovative and original design of development on a backland site in a 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 garages 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.
- 8.46 All other relevant policies and considerations, including equalities, have been taken into account.



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PLANNING SUB COMMITTEE AGENDA

PART 5: Planning Applications for Decision

Item 5.2

1 SUMMARY OF APPLICATION DETAILS

Ref: 20/06091/FUL
Location: Land Rear Of 56 Bramley Avenue, Coulsdon, CR5 2DQ
Ward: Coulsdon Town
Description: Erection of a pair of semi-detached dwellings with associated parking and landscaping
Drawing Nos: 2005S-01, 20053S-03, 20055D-04, 2005S-05, 2005S-06, , 20049-S20. Arboricultural Method Statement (David Archer Associates dated November 2020), Planning Design and Access Statement (Earlswood Homes, November 2020) and 20055S-07 Rev A, Technical Note (January 2021), LD31-0001 Waste Management Plan and 20055S 02 Rev A received 26.01.2021
Applicant: Mr Jason Vince
Case Officer: Jedd Goodwin-Roberts

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

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
4 parking spaces	4 Cycle spaces within the rear garden

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

Conditions

1. 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. Window condition to be submitted for approval prior to any above ground work.
5. Tree Survey/Tree Protection Plan to be conditioned
6. Hard and soft landscaping condition
7. Car parking to be provided as specified
8. Refuse management Plan
9. Fire Safety Strategy
10. Full details of cycle and refuse stores to be submitted prior to occupation
11. Details of electric vehicle charging point to be submitted prior to occupation
12. Construction Logistics Plan to be submitted prior to commencement (including demolition) including condition survey of highway
13. Details of site specific SuDS to be submitted prior to any above ground works
14. 19% Carbon reduction
15. 110 litre Water usage
16. All units to meet M(4)2 standard
17. 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 erection of a semi-detached pair of dwellings to the west of No.16 which forms part of a residential development by the same applicant approved under reference 17/02272/FUL
- Each dwelling would have two parking spaces and cycle storage located in the rear gardens
- Refuse collection & storage would be adjacent to the existing collection point for the recently approved and implemented development



Site and Surroundings

3.2 The application site lies to the north of 56 Bramley Avenue in the Coulsdon Town ward of Coulsdon. Access into the site would be via Ruxton Close. Along the rear gardens of 50-54 Bramley Close is a new residential enclave comprising of 4 detached dwellings. To the front of these dwellings is an access road. To the west

of the new dwellings is the application site which is part of the garden land to the rear of 56 Bramley Avenue.

- 3.3 The immediate surrounding area is residential in character, comprising of predominantly semi-detached and detached two storey residential dwellings. To the south of the site is Bramley Avenue. Bramley Avenue is typified by interwar style dwellings with varying material building finishes, hipped and gabled roofs. To the east of the site is a new residential development of 4 detached dwellings approved in 2017 which are brick and tile hung finish with hipped roofs. To the north of the site is Woodcote Park Golf Club which falls within the administration of the London Borough of Sutton and is designated as Metropolitan Green Belt Land.
- 3.4 The site has a Public Transport Accessibility Level (PTAL) of 1A.
- 3.5 The site is not subject to a Tree Preservation Order however it sits south of the Little Woodcote Area Metropolitan Green Belt within the London Borough of Sutton.



Site Plan



Aerial View

Planning History

- 3.6 The site itself has no relevant planning history, however the adjacent site which this development would form part of is of relevance.
- 3.7 17/02272/FUL - Erection of 4 detached two storey four bedroom houses with accommodation in roofspace and integral garages : formation of access road and provision of associated , parking and landscaping at 50 Bramley Avenue And Rear Of 52 And 54 Bramley Avenue Coulsdon CR5 2DQ. Approved and implemented. This is the adjacent site to the east of the proposed site.

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

London Borough of Sutton (statutory consultee)

- 5.1 No objections to the development proposals.
- 5.2 The views of the Planning & Building Control Directorate are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

- 6.1 A total of 15 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: 15 Objecting: 15 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	Addressed in Section 8.6-8.13 of this report

development/overbearing /obtrusive by design/impact on the community	
Poor outlook for future occupiers caused by the development, distances and location of bin stores	Addressed in Section 8.16 of this report
Loss of light/sunlight/daylight/ overshadowing/ Overlooking/loss of privacy/ Noise and disturbance/no daylight and sunlight report	Addressed in Section 8.21-8.29 of this report No requirement for a daylight and sunlight report with this application
Access/Traffic/Highways/highway safety/ inadequate parking/parking pressure/ increase traffic/congestion/access/ hazard/ insufficient access for refuse vehicles/obstruction/ insufficient space for emergency vehicles. Poor pedestrian access. No street lighting Pressures during construction	Addressed in Section 8.30-8.41 of this report. A Construction Logistics Plan is suggested by condition
Detrimental impact on trees and hedgerows, mature vegetation and garden land/removal of green infrastructure/ Impact on natural habitat, wildlife and animals	Addressed in Section 8.42-8.48 of this report
Flooding/impact on utilities/poor drainage/ sewers/mains	Addressed in Section 8.42-8.48 of this report
Lack of infrastructure/local services	The development would be liable for CIL which would make a contribution to local services and infrastructure
Roads not suitable for heavy construction Traffic and disruption during construction	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

Emergency access and fire access	The proposal could be conditioned with a suitably worded condition to ensure a domestic sprinkler system is installed should a 45m long hosepipe not be able to reach the site.
This development may allow to set a precedent that could lead to future developments being extended along Ruxton Close	Each application is judged on its own individual merits.
Rights to light/loss of a view	These are not planning considerations
Earlshomes misleading re plans for further development on Ruxton Close. Owners were told there was no probability for new homes to be built and the road was sold as a 'cul-de-sac'.	This is not a material planning consideration.
Local burglaries are increasing	This is not a material planning consideration
Costs of maintaining a private road	This is not a material planning consideration
Low water pressure	This is not a material planning consideration

6.3 The application has received an objection from a Ward Councillor (Councillor Clancy) objecting on grounds of overdevelopment.

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), London Plan (2021) 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 (2020) raised by the application that the Committee are required to consider are:

- Policy D4 Delivering good design
- Policy D3 Optimising site capacity through a design led approach
- Policy D6 Housing quality and standards
- Policy D12 Fire safety
- Policy G2 London's Green Belt
- Policy G5 Urban greening
- Policy H1 Increasing housing supply
- Policy H2 small sites
- Policy H10 Housing mix size
- Policy SI 13 Sustainable drainage
- Policy T5 Cycling
- Policy T6.1 Residential parking

Croydon Local Plan (2018)

7.4 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 two family sized homes which would optimise the use of the site providing additional homes within the borough, which the Council is seeking to promote. Local Plan Policy DM10.4e states that in the case of development of an existing building which is to be retained, a minimum length of 10 metres and no less than half or 200m² should be retained for the host property after subdivision. In this instance, a minimum garden length of 18 metres is retained for the host property and the garden exceeds 270 m². As such, the proposal is acceptable in principle according with DM10.4e.
- 8.4 Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have three beds or more. The proposed development would provide 2no 4 bedroom 7 person units which would result in 100% of the development providing three or more bedroom units and in principle the proposed development is considered to be acceptable.

Townscape and Visual Impact

- 8.5 London Plan Policy D3 and D4 seeks to optimise housing output taking into account local character and optimising site capacity through a design led approach. In doing so developments are required to demonstrate high quality architecture and a high quality site layout that contributes to the local character and patterns of development in addition to optimising site capacity. 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.
- 8.6 The Suburban Design Guide sets out three broad approaches when responding to local character:

- Innovative and original
- Contemporary reinterpretation
- Sympathetic and faithful.

8.7 It is proposed to erect one pair of semi-detached houses which would be a sympathetic and faithful design. The design of the scheme incorporates features found in the locality, paying particular regards to the design and scale of the adjacent recently approved scheme to the east of the site.



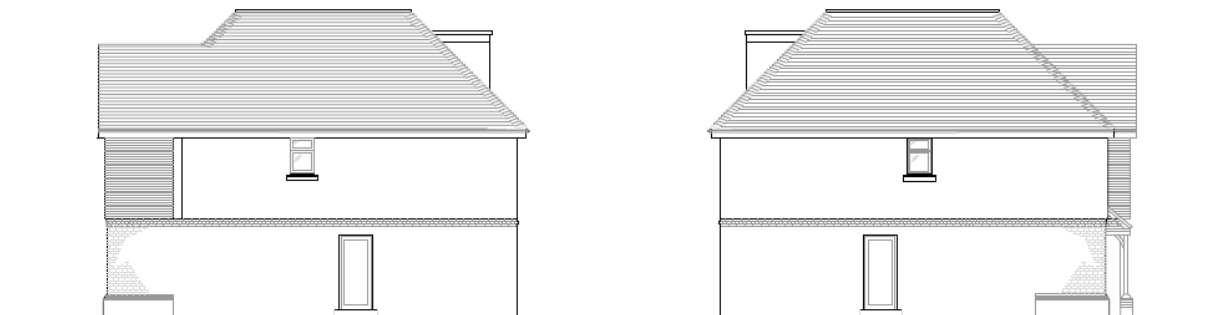
Above: Street scene

8.8 The houses would be two storeys and would incorporate small dormers within the loft space



1/ Proposed Front Elevation 1:100

2/ Proposed Rear Elevation 1:100



3/ Proposed Side Elevation 1:100

4/ Proposed Side Elevation 1:100



- 8.9 The surrounding area is characterised by predominantly detached and semi-detached two storey properties dating from the inter war period (along Bramley Avenue) and more contemporary styles along Ruxton Close including a small number of dwellings constructed circa 1990's and four detached dwellings of a light red and light tile hung red colour finish with hipped roofs. The proposal is therefore acceptable in terms of its massing.



View along Bramley Avenue (facing the site)



View of existing dwellings within Ruxton Close

- 8.10 The proposed houses would be set slightly back from the pavement with two parking spaces to the front of each dwelling. The proposed dwellings would be adjacent to a recently approved row of 4 detached dwellings. The proposal is a slightly different design, being a pair of semi-detached properties but shares many common features and design approach. Given the siting and orientation of the proposed dwellings and its relationship to the recently approved scheme, it is considered the proposed development would not have an impact on the rhythm of the street scene, and would act as the continuation of the road. The siting, scale, massing design, orientation and separation between the proposed development and neighbouring properties would not result in an overcrowded form of development with an overbearing appearance. Instead given its relationship to its surroundings and spatial separation between existing properties, its design, position and scale would be sympathetic to the local character and would therefore be acceptable in terms of its impact on the character of the area.

- 8.11 The development proposes the use of red stick bricks, red coloured clay hanging tiles to the gable and clay plain roof tiles. These would appear similar in appearance as per the recently approved adjacent scheme and would therefore respond to the local character and would have an acceptable visual impact. Full details would be secured by condition. The proposal includes soft landscaping to the rear and to the sides. This would provide a natural buffer between the proposed development and the surroundings. Further details can be secured by condition.
- 8.12 The dwellings would be afforded with generous sized rear gardens. As such, it is considered that the dwellings would thus help to reinforce the suburban environment of Coulsdon.
- 8.13 Given the site is within a residential area, the proposed development would not change the use of the site. Therefore the proposal would have an acceptable impact on the local 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 4 bedroom (7 person) dwelling over three floors (two plus accommodation within the roofspace) to have a gross internal floor area (GIA) of 121 SQM with 2.5 SQM of built in storage. The NDSS states that a single bedroom should have a GIA of 7.5 SQM for which the width of the room should be at least 2.15m in width. The first double bedroom should have a GIA of 11.5 SQM for which the width of the room should be at least 2.75m in width. All additional double bedrooms should measure 11.5 SQM and should have a width of at least 2.55m.
- 8.16 Unit one has a total GIA of 139.71 SQM and Unit two has a total GIA of 143.19 SQM, thereby exceeding the NDSS. Each of the dwellings has three double bedrooms exceeding 11.5 SQM and widths exceeding 2.75m. Each unit at first floor has a study. However these studies exceed 9SQM and as such are considered as part of this application as a single bedroom.
- 8.17 The dwellings are considered to have a reasonable level of outlook. The depth of the front area and the rear garden are enough to ensure that occupiers of the ground floor rooms would have an adequate level of outlook not limited by a boundary treatment in close proximity. The dwellings are dual aspect. The properties at first floor towards the front would be separated by at least 36.5m which is considered an acceptable distance to ensure the privacy of the occupiers of the new dwelling.
- 8.18 Standard 26 of the Mayor of London Housing SPG (2016) states that a minimum of 5SQM of outdoor space should be provided for a 1-2 person dwelling with at least 1

SQM per additional occupant. In this instance, the scheme should provide at least 10 SQM of private outdoor amenity space. In this instance, unit one has a private rear garden measuring 107.6 SQM and unit two has a rear garden measuring 101.1 SQM. This level of private outdoor amenity space is considered appropriate for these dwellings, exceeding the regional planning requirements.

- 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. A refuse area would be provided to the side/front of each unit and a shared collection point along the road. It is recommended to secure details via condition.

Residential Amenity for Neighbours

- 8.21 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 that new development should not negatively impact upon neighbouring properties.
- 8.22 The proposed development is not considered to breach a 45 degree line taken from the nearest adjacent habitable windows at No.16 Ruxton Close. The proposed front and rear building lines would not protrude the building lines of the neighbour to the east. The proposed front windows would be set over 30m from the rear habitable windows of No.52, 54 and 56 Bramley Avenue. Given this spatial separation there would be no undue overlooking towards these rooms.
- 8.23 It should be noted that land levels generally increase towards the north, which results in the properties along Ruxton Close being positioned at a slightly elevated position in comparison to Bramley Avenue. It should also be noted that the dwelling may be afforded with views over the rear gardens of properties along both Bramley Avenue and Ruxton Close. However this is not considered to be direct overlooking as set out in policy DM10 and the impact would be acceptable. There would be no overlooking towards the adjacent neighbours along Ruxton Close. The dwelling might provide a view over the rear garden of No.16 Ruxton, however this would not be too dissimilar to what has already been granted between No's 14 and 16 Ruxton etc. As such, there are no objections.
- 8.24 The nearest property at No.16 Ruxton Close has no habitable flank windows. The proposed development would have a flank bathroom window. This would be obscure glazed and would be conditioned to ensure it remains obscure glazed. As such, the proposal would have an acceptable impact on neighbouring residential amenity.



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

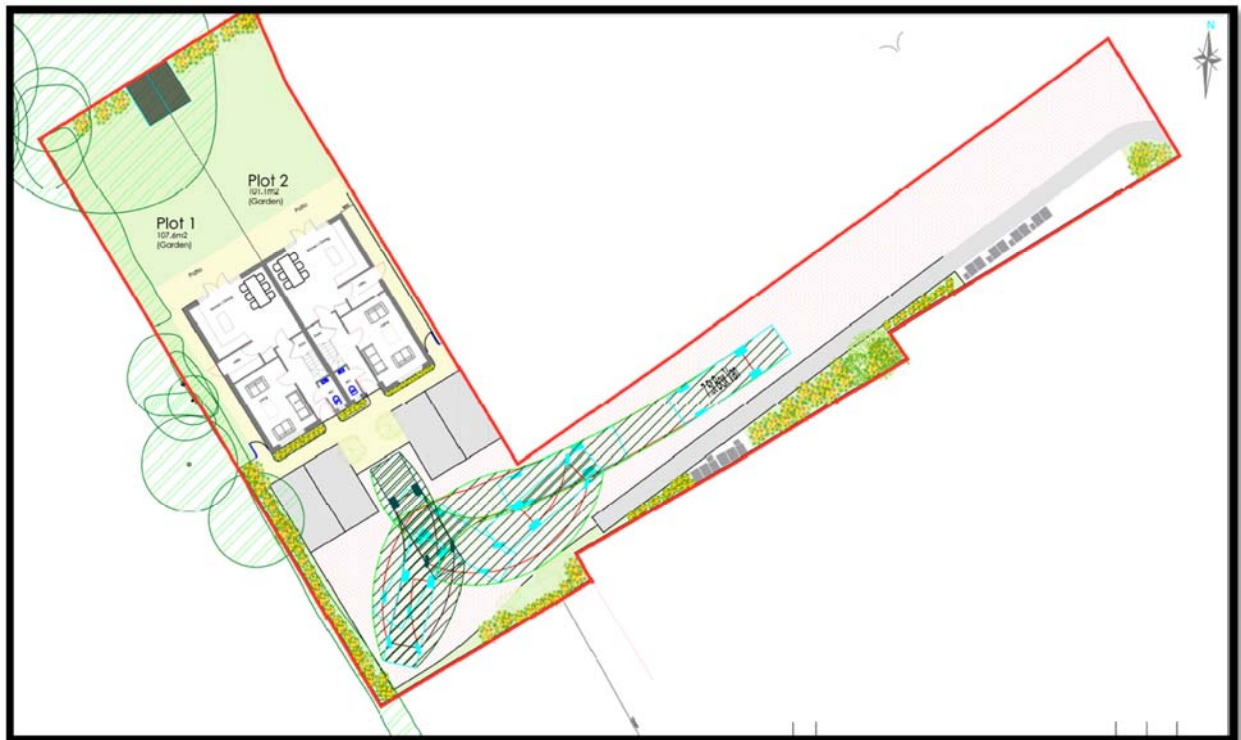
8.30 London Plan Policies T5 and T6.1 seek to ensure that an appropriate level of parking is provided in new developments. Policy SP8 of the Croydon Local Plan (2018) concerns traffic generation, sustainable travel and parking standards as does DM29.

8.31 The site is located within an area with a PTAL rating 1b 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. In line with the London Plan, the proposed development could therefore provide up to a maximum

of 3 spaces. The proposal does provide slightly more parking than is required but on balance this is considered to be acceptable.

8.33 The development forms part of a recently approved and implemented scheme on Ruxton Close, which runs to the rear of properties along Bramley Road and is accessed via an access road which has existed for many years serving two developments. Bramley Road is not a classified road.

8.34 Amended plans have been received which demonstrate that a service vehicle can turn on the access road and has provided a footpath to improve the pedestrian environment for future residents. With regards to fire safety, if necessary provision can be made for a sprinkler system should there be issues with access to the site for a fire appliance the length that they can reverse. As such, a suitably worded fire safety management plan condition shall be imposed requiring details of a fire safety strategy.



Plan demonstrating vehicle tracking on an 8m van and a pedestrian foot path shown

8.36 It is acknowledged that the proposed dwellings would be more than 25 metres away from the bin storage area for collection days. The proposal consists of two dwellings only and there are no obstructions or steep level changes which would exacerbate the difficulties of bringing a bin to the collection point which is the collection point which serves the existing dwellings, which means refuse collection operatives would not have to travel any further than necessary to collect the bins. In this instance, this

arrangement is considered acceptable despite being slightly further than the requirements for residents to move their bins.

- 8.37 With regards to highway safety, being a cul de sac, vehicles travelling along Ruxton Close would generally be travelling slowly. The proposal would use the existing access point onto Bramley Avenue as does the remainder of the development. The proposal is for two dwellings. The proposed dwellings would not result in a significant increase in traffic and would not significantly impact on highways safety.
- 8.38 A condition shall be imposed to state that one electric parking space is provided per dwelling. It is recommended for this to be secured via condition.
- 8.39 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.
- 8.40 On balance, it is considered the proposal is a small scale development that would not introduce high levels of traffic movements Ruxton Close and Bramley Avenue. Weighing all highway matters, it is considered the proposed development would not have a detrimental impact on the highway network and the bin storage is acceptable.

Trees, Landscaping and Ecology

- 8.41 Policy G7 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.
- 8.42 The site is not covered by any Tree Preservation Order. No arboricultural objections to the proposal have been raised. It is recommended that a Tree Protection Plan should be secured via condition and the landscaping to be secured via condition.

Environment, Flooding and Sustainability

- 8.43 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.
- 8.44 Representations have been received in respect of impact from flooding and poor drainage.
- 8.45 The application site falls within flood zone 1 which means it is at a low probability of fluvial flooding. The environment agency also states that the site is at a low risk of surface water flooding. Therefore the site is not at any risk of flooding. However to ensure the site does not result in flooding or to contribute to flood risk management, a SUDs condition shall be imposed to ensure the site can sufficiently drain its self.

- 8.46 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.
- 8.48 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 sympathetic and faithful development, relating well with 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 proposal is considered to accordance with the relevant polices.
- 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.