

Planning Sub-Committee Agenda



To: Councillor Chris Clark (Chair)
Councillor Leila Ben-Hassel (Vice-Chair)
Councillors Joy Prince, Clive Fraser, Humayun Kabir, Jamie Audsley,
Scott Roche, Gareth Streeter, Ian Parker and Lynne Hale

A meeting of the **Planning Sub-Committee** which you are hereby summoned to attend, will be held on **Thursday, 1 July 2021** at the rise of Planning Committee but not earlier than **6.45pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS BAKER
Council Solicitor and Monitoring Officer
London Borough of Croydon
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www.croydon.gov.uk/meetings
Wednesday, 23 June 2021

Members of the public are welcome to attend this meeting, however we recommend that you watch the meeting remotely via the following link:
<https://webcasting.croydon.gov.uk/croydon/meetings/12681>

If you would like to attend in person please note that spaces are extremely limited and are allocated on a first come first served basis. If you would like to attend in person please email democratic.services@croydon.gov.uk by 5pm the working day prior to the meeting to register your interest.

If you would like to record the meeting, we ask that you read the guidance on the recording of public meetings here before attending

To register a request to speak, please either e-mail Democratic.Services@croydon.gov.uk 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

To approve the minutes of the meeting held on Thursday 17 June 2021 as an accurate record.

[To Follow]

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

5. Planning applications for decision (Pages 5 - 8)

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

5.1 19/02093/FUL Land and parking adjoining 2 The Lawns to include land to the rear of 142-148 Beauchamp Road, Upper Norwood, London, SE19 3TS (Pages 9 - 28)

Erection of 4 no. 3-bed two storey houses, with associated parking (amended description)

Ward: Crystal Palace and Upper Norwood
Recommendation: Grant permission

5.2 20/05471/FUL Land rear of 24-28 Canning Road, London, CR0 6QD (Pages 29 - 48)

Erection of 4 terraced dwellings with associated amenity space, waste and cycle stores.

Ward: Addiscombe West
Recommendation: Grant permission

5.3 20/01172/FUL 93 Blenheim Park Road, South Croydon, CR2 6BL (Pages 49 - 68)

Erection of a part single, part two storey side extension, rear extension, alterations and extensions to the roof and conversion of the property into 4 self-contained units.

Ward: South Croydon
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."

PLANNING SUB-COMMITTEE AGENDA

PART 5: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 **ROLE OF THE COMMITTEE MEMBERS**

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

4. **THE ROLE OF THE CHAIR**

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

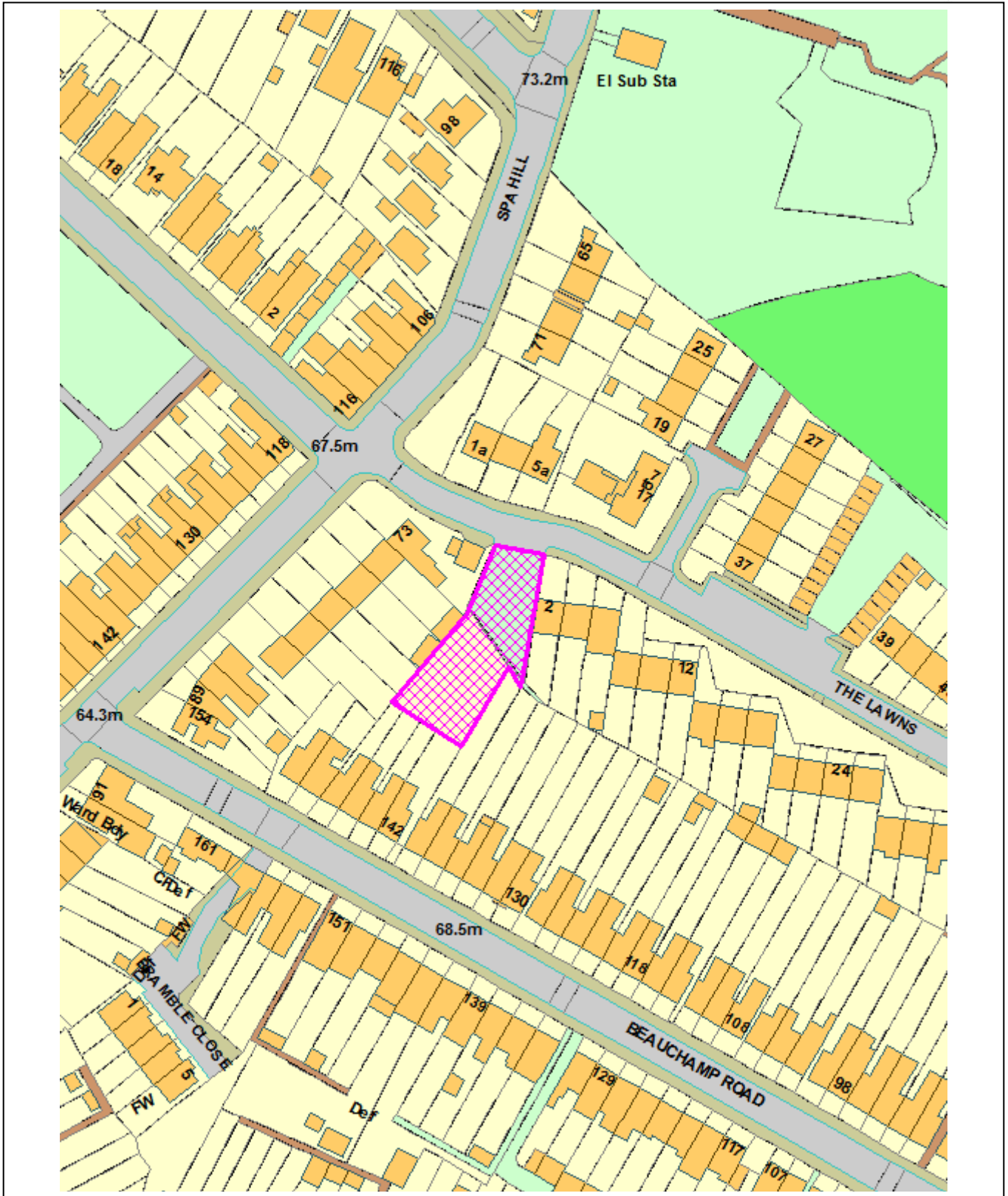
8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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1.0 SUMMARY OF APPLICATION DETAILS

Ref: 19/02093/FUL
 Location: Land and parking adjoining 2 The Lawns to include land to the rear of 142-148 Beauchamp Road, Upper Norwood, London, SE19 3TS
 Ward: Crystal Palace and Upper Norwood
 Description: Erection of 4 no. 3-bed two storey houses, with associated parking (amended description)
 Drawing Nos: 001, 002, 201, 202, 203, 301, 302, 303 and 304
 Applicant: KKB Investments Limited
 Case Officer: James Udall

	2B 4P	3 B 5P	Total
Existing Provision	0	0	0
Proposed Provision	0	4	4

Number of car parking spaces	Number of cycle parking spaces
4	8

1.1 This application is being reported to committee because objections above the threshold in the Committee Consideration Criteria have been received and the ward councillor (Cllr Stephen Mann) made representations in accordance with the Committee Consideration Criteria and requested Committee Consideration.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 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.
- 3. Material samples and details.
- 4. Details of refuse/cycles/boundary treatment/finished floor levels/lighting/green roofs.
- 5. Layout details of car parking.
- 6. Details of hard and soft landscaping (including green roofs).
- 7. 19% reduction in carbon emissions.
- 8. 110 litre restriction on daily water use.

9. Submission and approval of details of visibility splays.
10. Details of the drop kerb to be reinstated.
11. M4(2) adaptable units for inclusive access.
12. Submission and approval of details of a Construction Logistics Plan.
13. No more windows in any upper floor elevation.
14. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

- 1) Community Infrastructure Levy (CIL).
- 2) Code of practise for Construction Sites.
- 3) Samples of window frames, brick and permeable paving would need to be submitted for Condition 2.
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Erection of 4 no. 3-bed, two storey houses.
- Provision of 4 off-street car parking spaces (accessed from The Lawns).
- Provision of associated refuse/cycle stores and landscaping.



Image 1: proposed scheme layout

3.2 The scheme follows the refusal of 18/05204/FUL. The main differences are as follows:

- The number of car parking spaces has been increased by two, to provide a total of four car parking spaces.
- The proposed dwellings would be sited approximately a further 1.3m towards the rear of the site compared to the previous scheme.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2021) and Croydon Local Plan (2018). The proposed development provides much needed family units.
- The proposed development would be of an appropriate mass, scale, form and design that would be in keeping with its context, with the result that the proposed scheme would appear appropriate in context with the built form of the surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to conditions, the proposed development would not have an adverse impact on surface water flood risk.
- Sustainability aspects and other environmental matters can be controlled by conditions.

5.0 LOCAL REPRESENTATION

5.1 The application was originally publicised on 28th May 2019 by way of 40 letters of notification to neighbouring properties in the vicinity of the application site. A site notice was also displayed. The number of representations received from neighbours, MPs, local groups etc in response to previous notification and publicity of the application were as follows:

No of individual responses: 19 Objecting: 19 Supporting: 0

5.2 Amended drawings were received which were re-consulted upon on 26 October 2020 by way of 40 letters of notification to neighbouring properties in the vicinity of the application site and a site notice being displayed. Following on from the re-consultation the number of representations received from neighbours, MPs, local groups etc in response are as follows:

No of individual responses: 19 Objecting: 19 Supporting: 0

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

Summary of objections	Response
<i>Parking Issues</i>	
The scheme would impact on parking for the nearby school	Please see Paragraphs 7.56
Parking/Highways	Please see Paragraphs 7.54 – 7.57
<i>Scale/appearance of development</i>	
Overdevelopment/Density	Please see Paragraphs 7.6 - 7.8

The scheme would be very similar to the previously proposed scheme	The proposed scheme seeks to overcome the previous reasons for refusal. The changes between this scheme and that previously refused are summarised in paragraph 3.2.
Out of character for the area	Please see Paragraphs 7.9 – 7.25
The north of the borough is already densely populated and the proposals will add to that density	Please see Paragraphs 7.6 - 7.8
Gardens would be too small	Please see Paragraphs 7. 15 and 7.50
The number of houses should be reduced	Please see Paragraphs 7.6 - 7.8
Obtrusive by design	Please see Paragraphs 7.9 – 7.25
<i>Neighbour amenity</i>	
Overlooking	Please see Paragraphs 7.28 – 7.48
Loss of light	Please see Paragraphs 7.28 – 7.48
Loss of privacy	Please see Paragraphs 7.28 – 7.48
Noise	Please see Paragraphs 7.47
Detrimental to the amenities of the neighbouring properties	Please see Paragraphs 7.28 – 7.48
Construction works will be disruptive	
Impact on pollution (noise, light, disturbance etc)	Please see Paragraph 7.47
Waste facilities	Bins and refuse would be appear to be acceptable and specific details could be controlled by the imposition of a suitably worded planning condition.
<i>Affordable Housing</i>	
The proposed development will not have any affordable homes to rent or starter homes to buy. The current proposal is to sell the new build at market value - this is not contributing to meeting the strategic objectives of the Homes section of the Croydon Local Plan 2018.	The proposal falls below the threshold (of 10 or more units), above which an element of affordable housing is required. Therefore, in this case, there is no policy requirement for affordable housing.
<i>Safety and Security</i>	
The proposal would include a public access road which would compromise the security of neighbouring houses and encourage crime and anti-social behaviour	Please see Paragraph 7.26

<i>Biodiversity</i>	
The proposal development will adversely impact on the local environment (lack of open and green space for wildlife) and put more strain on the surrounding sewage system	Please see Paragraph 7.58
<i>Non-material issues</i>	
Increasing pressure on local services	The application is subject to the Community Infrastructure Levy, which provides contributions towards local infrastructure.
Impact on local water services	Thames Water are responsible for water supply infrastructure; notwithstanding it is considered that 4 additional properties would not have a significant impact on water services.
Impact on sewers from increase in residents in the area	Thames Water are responsible for sewerage capacity; notwithstanding it is considered that 4 additional properties would not have a significant impact on the sewerage system.
<i>Procedural issues</i>	
Lack of extensive consultation	See 5.1 and 5.2 – the Local Planning Authority has fulfilled its statutory duty for consultation on this application.
Who would be responsible for the walkway?	Walkways within the application site would be the responsibility of the landowner whilst the pavement outside the application site would remain public highway.

5.4 Cllr Mann made the following representations:

- Overdevelopment.
- Fails to address the concerns raised in the previous application.
- If they matched the building line of the neighbouring properties they could get the same number of units in or potentially do that and build a spine building matching the heights of neighbouring buildings without pushing the boundaries as much as they do.

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan 2021, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

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

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

6.3 The London Plan (adopted March 2021)

- GG2 - Making the best use of land
- GG4 - Delivering the homes that Londoners needs
- 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
- D12 - Fire safety
- D14 - Noise
- G5 - Urban greening
- H1 - Increasing housing supply
- H2 - Small sites
- H10 - Housing size mix
- SI 2 - Minimising greenhouse gas emissions
- SI 5 - Water infrastructure
- SI 8 - Waste capacity and net waste self-sufficiency
- SI 12 - Flood risk management
- SI 13 - Sustainable drainage
- T1 - Strategic approach to transport
- T3 - Transport capacity, connectivity and safeguarding
- T4 - Assessing and mitigating transport impacts
- T5 - Cycling
- T6 - Car parking
- T7 - Deliveries, servicing and construction
- T9 - Funding transport infrastructure through planning

6.4 Croydon Local Plan (adopted February 2018)

- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling
- SP6 – Environment and Climate Change
- DM23 – Development and construction

- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM39 – Crystal and Upper Norwood

6.5 There is relevant additional Planning Guidance as follows:

- Croydon’s Suburban Design Guide SPD 2018
- Mayor of London Housing SPG, March 2016
- National Technical Housing Standards, 2015
- National Planning Practice Guidance, 2014

7.0 MATERIAL PLANNING CONSIDERATIONS

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

- a) The principle of the development;
- b) Impact of the development on the character and appearance of the area;
- c) Amenities of neighbouring properties;
- d) Amenities of future occupiers;
- e) Traffic and highway safety implications;
- f) Environmental; and
- g) Other matters

The principle of development

7.2 The application is proposing residential development in the suburban area. The site has been previously used for car parking on the front portion whilst the remainder is garden land. The loss of the car parking has been accepted in the previous 18/05204/FUL scheme.

7.3 Policy DM10(e) of the Croydon Local Plan 2018 states that in the case of development in the grounds of an existing building which is retained, a minimum length of 10m and no less than half or 200m² (whichever is the smaller) of the existing garden area is retained for the host property, after the subdivision of the garden. This relates to the rear garden of 142 Beauchamp Road; whilst a 14.85m deep rear garden would be retained for the host, less than half of the existing garden would be retained. Therefore the application scheme would not strictly comply with Policy DM10(e). However, the purpose of this policy is primarily to provide sufficient outlook and amenity to existing dwellings, but also provides additional benefits of maintaining a sense of openness within gardens. As can be seen from image 3 below, the resulting garden (shown in blue) would be the same depth (and actually wider) as the current gardens at 144 to 148 Beauchamp Road. Therefore the use of the rear section of land for residential purposes is acceptable in principle, subject to detailed considerations.



Image 3: existing site layout (application site identified in red and 142 Beauchamp Road in blue)

- 7.4 The Local Plan identifies Crystal Palace and Upper Norwood as an area of sustainable growth with some opportunity for windfall sites and limited infilling; growth will mainly be of infilling with dispersed integration of new homes that respect existing residential character and local distinctiveness. This supports the accepted principle of the site for residential purposes and the site would be an infill site.
- 7.5 Concerns have been raised by neighbouring occupants that the proposal would add increased density to an already over populated part of the borough. Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.
- 7.6 In respect to the density of the scheme representations have raised concern over the intensification of the site and overdevelopment. It is noted that the new London Plan has removed the density matrix that was found in the previous plan and focusses instead on a design led approach, with intensification of the suburbs as a means to achieve housing numbers, requiring the London Borough of Croydon to have 20,790 new dwellings built between 2019/20 and 2028/29. Given that Crystal Palace and Upper Norwood has been identified as an area where additional development can take place, the proposal would accord with the policy aims.

Impact of the development on the character and appearance of the area

- 7.7 The application scheme proposes two storey dwellings with flat roofs. This roof design means that the proposed dwellings would be lower in height than the existing dwellings, which whilst they are also two storey in height, are taller than the proposed dwellings due to their dual pitched roofs.

- 7.8 The Suburban Design Guide advises that dwellings in backland development should be lower in height than the existing dwellings so that they appear subservient to the neighbouring dwellings. Whilst the application site is not strictly a backland development as it has a frontage to The Lawns, it would be sited to the rear of the properties in Spa Hill and Beauchamp Road and would therefore, share some characteristics of a backland site. The proposed development would be lower in height than the existing dwellings which would allow the development to appear subservient to neighbouring properties. The proposed dwellings would be appropriate in terms of height, bulk and mass.
- 7.9 The development employs a well-considered palette of materials and a variety of detailing that exemplifies a 'contemporary reinterpretation' approach with green roofs which is supported. The overall rhythm and generous sizes of the fenestration are complimented by an appropriate and considered choice in framing colour and materials.
- 7.10 The proposed dwellings would have individual doorways all accessed off the new pedestrian path in front of the terrace which would have paving and natural planting. The proposed windows and doors would provide views from the application dwellings onto the path which would provide natural surveillance.
- 7.11 The proposed dwellings have been designed so the first level windows would be directed away from the neighbouring gardens for retention of privacy to the surrounding dwellings.
- 7.12 The proposed dwellings have been designed so that the proposed dwellings form a single unified volume, made up of defined houses that project at various points so that the overall built form of the dwellings are broken up.
- 7.13 The proposed dwellings would be open plan at ground floor level and dual aspect which would improve internal lighting conditions. The layout of the application site provides good sized gardens for the houses which helps soften the appearance of the development.

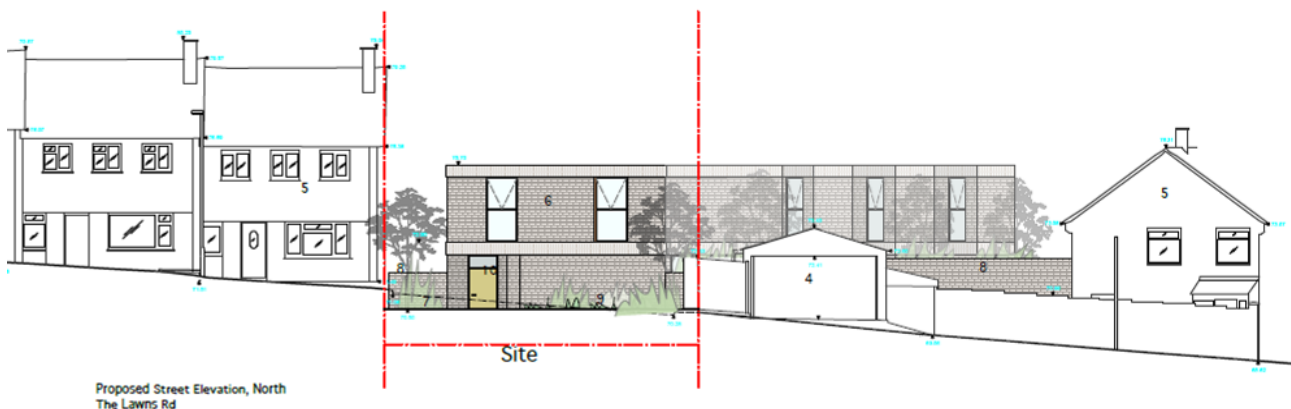


Image 4: proposed site arrangement

- 7.14 The proposed dwellings would be set back between 13m and 13.5m from the road due to the angle of the plot and the angle of the proposed front building. The first building would be set back approximately 1.2m from the front building line of No.2

The Lawns and there would be a separation distance of approximately 3.5m increasing to a distance of 8.6m retained between the proposed front two dwellings and the flank of No.2 The Lawns.

- 7.15 At its closest, the built form of the proposed dwellings would be sited between 18m and 27.5m to the rear of the dwellings in Spa Hill due to the angle of the plot. However, it is noted that the rear building line of the proposed dwellings would be staggered with the building line significantly broken up by rear projections. This staggered approach with increases the separation distance between the proposed dwellings and the neighbouring properties in Spa Hill while reducing the overall built form of the application scheme.
- 7.16 The built form of House 4 would be sited between approximately 14.858m and 15m from the two storey rear projection of the dwelling in Beauchamp Road, due to the angle of the plot and the angle of the boundaries.
- 7.17 The separation distances between the proposed development and the surrounding existing properties is considered to provide sufficient spacing and would not appear cramped. The proposed layout of the development is appropriate and would not appear out of character when viewed from the surrounding area.
- 7.18 The proposed dwellings would be dual aspect which would maximise light penetration. The site entrance and approach from the public highway would be acceptable.
- 7.91 The frontage of the site would be given over to hard-standing to allow for four off street car parking spaces. This responds to the concerns raised in the previously refused application about insufficient parking. The siting of these spaces is considered to be acceptable, with them being proposed as side on to the road. Landscaping is proposed behind the car parking spaces and along part of the frontage and this has the effect of softening the proposed car parking and is acceptable.
- 7.20 The existing car park tarmac surfaced area would be removed and replaced with permeable paving which would allow rainwater to soak into the ground and which would improve drainage in this localised area. Full paving details would controlled by the imposition of a planning condition.



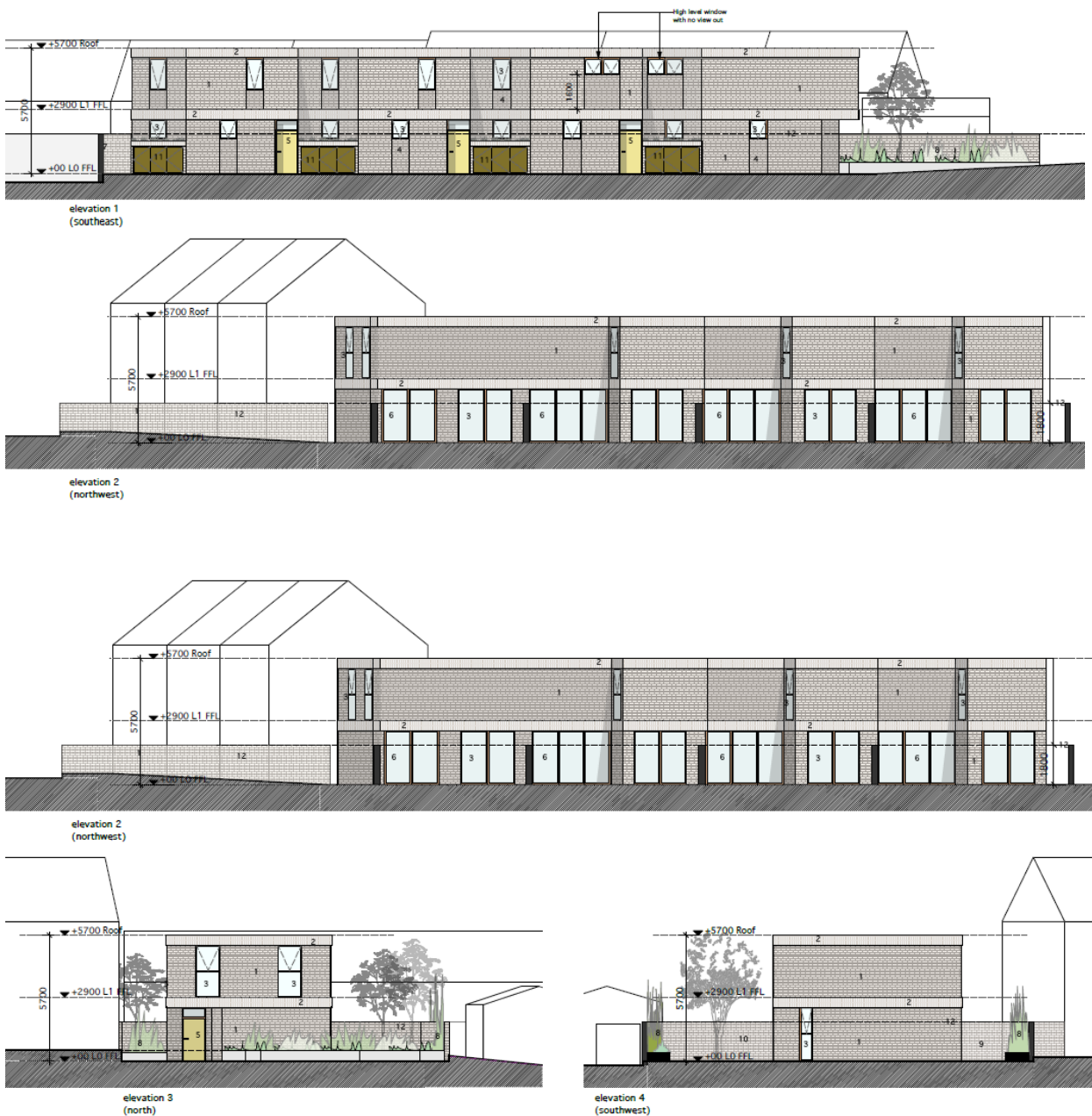


Image 5: key elevations

7.21 Whilst the proposal would introduce a different element of development to the site and an increase in built form, it is considered that the design and layout would not be harmful to the character and appearance of the area. The scheme has been designed to effectively economise the available space and consolidates a vacant site for housing provision. In addition, the house closest to the road turns the corner and addresses the street. The proposal is considered to be acceptable.

7.22 Concerns have also been raised by neighbouring occupiers that the proposed access road would compromise the security of the existing houses. However, it is noted that part of the site was previously used as a car park and would have been publicly accessible. Therefore, the proposed arrangement would be similar, but with better visual surveillance. The scheme would result in dwellings serving the access which would provide natural visual surveillance to the access and therefore improve the security of neighbouring properties. No objection is therefore raised in this instance.

7.23 Whilst the appearance of the development from the street scene is acceptable, specification and samples of external materials would need to be conditioned, alongside details of hard landscape materials including car parking and forecourt paving to ensure that the detailed design is acceptable. Having considered all of the above, against the backdrop of housing need, the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Amenities of neighbouring occupiers

No.2 to No.6 The Lawns

7.24 The proposed pedestrian and emergency access would run along the shared flank boundary with No.2 The Lawns. It is noted that 2 The Lawns does not have any flank windows which would overlook the access and given that the proposed access would only be for 4 houses, with vehicles restricted to the front part of the site, it is considered that the access would have a very limited impact on the amenities of the neighbouring occupants.

7.25 House 1 has been designed with no upper floor windows on the eastern elevation overlooking No.2 The Lawns, relying on windows in the northern elevation overlooking the car parking area. Whilst there would be a modest ground floor window on the elevation facing No.2, due to its design, size, siting and the separation distance retained the proposed window would not harm the privacy of the neighbouring occupants.

7.26 House 2 would have one first floor window which would be angled (as per the recommendation in the SDG) so that it would not overlook the first rear 10m of the garden at No.2 The Lawns. House 2 would have one ground floor window which would face onto the shared boundary with 140 Beauchamp Road. The proposed window would be site approximately 4.2m from the shared boundary with No.140 and approximately 9.7m from No.2 The Lawns. Due to the separation distance retained and the size of the windows the proposed ground floor window would not harm the privacy of both dwellings.

7.27 It is noted that No.4 and No.6 The Lawns are sited further way from the application site. The proposed development would not have any first floor windows which would overlook the rear gardens of No.4 and No.6 with the result that the proposal would not harm the privacy of these neighbouring dwellings.

7.28 At its closest, the built form of the proposed development would be sited between 12.36m and 16.1m from the boundary with No.4 and between 19m and 22m from the shared boundary with No.6. Due to the separation distance retained the proposed development would not harm the daylight of the neighbouring occupants.

7.29 It is also noted that the application scheme would proposed planting at the boundaries which would help protect the privacy of neighbouring occupants and which could be controlled by condition.

7.30 Due to the separation distances retained the siting, design and scale of the proposed development would not harm the amenities or daylight of neighbouring occupants at 2-6 The Lawns.

No. 73 to No.81 Spa Hill

- 7.31 In terms of impacts on the properties in Spa Hill, the ground floor rear window and sliding doors of House 1 would be sited approximately 2.9m from the shared boundary of No.73 increasing to a distance of 4m in places due to the orientation of the building and the change in the boundary. The windows would be sited between 19m and 20m from the built form of No.73 and would face onto planting with the result that the proposed windows would not harm the privacy of the neighbouring occupants. House 1 would have one first floor window. The window would be angled to the north. Due to its location and the angle the proposed window would not harm the privacy of the neighbouring occupants at No.73.
- 7.32 The rear ground floor window and sliding door of House 2 would be sited approximately 4.6m from the shared boundary with No.75 decreasing to a distance of 3.37m due to the angle of the plot and the shape of the boundary. The doors and window would be sited 21.5m from No.75 respectively. The doors and windows would face onto planting and due to this and the separation distance retained the proposed doors and window would not harm the privacy of the neighbouring occupants. House 2 would have one first floor window which would be angled to the north to reduce any potential for overlooking of the neighbouring occupants.
- 7.33 House 3 would have one ground floor rear window and a set of rear sliding doors. The doors would be sited approximately 4.6m from the shared rear boundary with No.77 Spa Hill increasing to a distance of approximately 5.1m from the shared rear boundary due to the angle of the plot. The proposed window would be sited approximately 4.3m from the shared boundary with No.77 increasing to a distance of approximately 4.6m due the angle of the plot. The proposed door and window would face onto planting and would be sited sufficiently form the rear of the properties in Spa Hill that they would not harm the privacy of the neighbouring occupants. House 3 would have one first floor window which would be angled to the north to reduce any potential for overlooking of the neighbouring occupants.
- 7.34 House 4 would have a set of rear sliding doors and one rear window. The doors would be sited approximately 5.8m from the shared boundary with No.79 increasing to a distance of 6.3m due to the angle of the plot. The window would be sited approximately 5.5m from the shared boundary with No. 79 increasing to a distance of 5.9m. The proposed door and window would face onto planting and would be sited sufficiently form the rear of the properties in Spa Hill that they would not harm the privacy of the neighbouring occupants. House 4 would have one first floor window which would be angled to the north to reduce any potential for overlooking of the neighbouring occupants.
- 7.35 Due to the separation distances retained and the layout, siting, design and scale of the proposed development would not harm the amenities or daylight of neighbouring occupants in Spa Hill.

No. 132 to No.153 Beauchamp Road

- 7.36 The southern elevation of the House 4 would be sited approximately 1.2m from the shared boundary with No.146 Beauchamp Road. House 4 would be sited approximately 14.8m from the existing rear projection at No.144 and 15.1m from the rear projection of No.148.

- 7.37 House 4 would have one ground floor flank window which would face onto the shared boundary with No.146. Due to its size, siting, design and the separation distance retained the proposed window would not harm the privacy of the neighbouring occupants.
- 7.38 Houses 3 and 4 would each have two front facing windows which would be sited approximately 3m and 4.3m from the shared boundary with No.140 respectively. The windows would not overlook the first 10m of the rear garden of No.140 and due to this and the separation distance retained the proposed dwellings would not harm the privacy of the neighbouring occupants.
- 7.39 The front windows of Houses 1 and 2 would be sited further away from No.140 Beauchamp Road which would ensure that the proposed development would not cause harm to the privacy of the neighbouring occupants.
- 7.40 In regard to noise and disturbance the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants. The use would intensify the vehicular movement at the site, but this would not be significant given the surrounding residential area. Issues of car headlights can be managed through use of robust boundary screening and fencing.
- 7.41 Due to the separation distances retained the siting, design and scale of the proposed development would not harm the daylight of neighbouring occupants in Beauchamp Road.

Amenities of future occupiers

- 7.42 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the internal amenity space. All of the proposed units meet the minimum required internal space standard.
- 7.43 Concerns have been raised by neighbouring occupants that the proposed gardens are too small. With regard to external amenity space, Policy DM10.4 of the Croydon Local Plan 2018 states that three bedroom houses should have a minimum of between 7sqm and 9sqm of private amenity space. The proposed gardens to the dwellings are well in excess of these minimum requirements and comply with Policy DM10.4m as they vary between 28sqm and 60sqm.
- 7.44 It is noted that the application scheme would have level access to the site from the front allowing the houses to be wheelchair accessible. To comply with the requirements of M4(2) homes, step-free access into the dwelling must be provided. This has been added as a condition.
- 7.45 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.

Traffic and Highway Safety Implications

- 7.46 The Public Transport Accessibility Level (PTAL) rating is 2 which means that the site has poor access to public transport. The scheme seeks to provide 4 off street car parking bays. The London Plan (2021) states that within areas of a PTAL rating 2 in

Outer London, three bedroom or larger homes should have a maximum parking provision of up to 1 space.

7.47 The proposed scheme would comply with the guidance set out in the adopted London Plan. It is also noted that part of the existing wide dropped curb could be narrowed to just the width of the proposed access, which would provide an additional on-street parking space in The Lawns – this can be secured by the imposition of a planning condition.

7.48 It is noted that occupants of Beauchamp Road have stated that parents of pupils at the nearby school (which is assumed to be David Livingstone Primary school), park in the surrounding roads to drop off children which causes parking stress. However, the proposed dwellings would have their own parking and the entrance of the application site is sited in excess of 290m from the nearest school. The proposal would therefore be unlikely to worsen the existing issues with school parking.

7.49 Cycle storage facilities would comply with London Plan requirements (requiring 8 spaces), and officers are satisfied that there is capacity to accommodate the required number, details of which could be secured through the imposition of a planning condition. The provision of refuse storage has been shown on the plans and the location and size has been found acceptable.

7.50 Representations have raised concern that construction works will be disruptive. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will need to be submitted for approval prior to the commencement of work and this can be secured through a condition.

Environmental

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

7.52 Concerns have been raised by neighbouring occupants that the proposal would affect the local environment. It is noted that the application site is not in a protected area and consists of a car park and a rear garden which would have limited environmental potential. Notwithstanding this, the scheme would have a green roof and grassed areas which would help biodiversity and water flows in the area. A landscaping scheme to encourage biodiversity can also be required by planning condition. On balance it is considered that the proposal would not be so harmful to the environment as to warrant recommending that planning permission be refused.

Other Matters

7.60 The site is not located in any designated flood area. The existing car parking area of the site, which has a hard surface, would be broken up and the replacement with permeable paving and green roofs to the houses is acceptable. Full details can be secured through a condition.

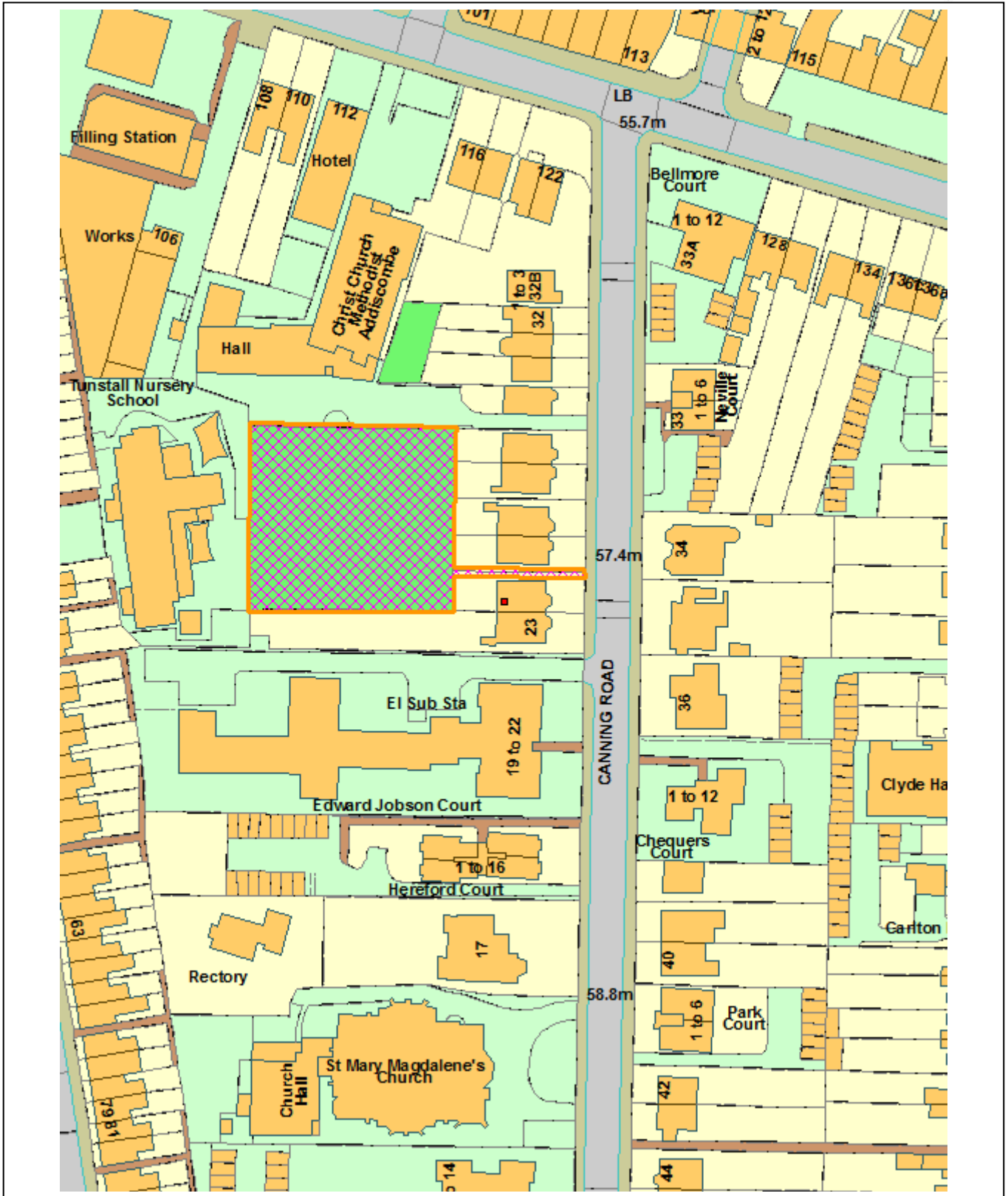
7.61 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will

contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusion

- 7.62 The principle of development is considered acceptable. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions as set out in paragraph 2.2, the scheme is acceptable in relation to residential amenity, transport, sustainability and environmental matters. Thus the proposal is considered in general accordance with the relevant policies.
- 7.63 All other relevant policies and considerations, including equalities, have been taken into account.

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1 SUMMARY OF APPLICATION DETAILS

Ref: 20/05471/FUL
 Location: Land rear of 24-28 Canning Road, London, CR0 6QD
 Ward: Addiscombe West
 Description: Erection of 4 terraced dwellings with associated amenity space, waste and cycle stores.
 Drawing Nos: 2906-106/G, 2906-107/C, 2906-108/C, 2906-109/C, 2906-111/A, 2906-112/B
 Applicant/Agent: Montague Evans LLP
 Case Officer: Christopher Grace

	2 bed	3 bed	4 bed
Houses	0	4(5/6 person)	0

Type of floorspace	Existing Floorspace	Proposed Floorspace	Net gain
Residential	0 sqm	500 sqm	500 sqm
Number of car parking spaces		Number of cycle parking spaces	
0		12	

1.1 This application is being reported to committee because the ward councillor (Cllr Jerry Fitzpatrick) made representations in accordance with the Committee Consideration Criteria and requested Committee Consideration.

2 RECOMMENDATION

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

The prior completion of a legal agreement to secure the following planning obligations:

- a) £6,000 financial contribution to sustainable transport measures.
- b) Restriction on future occupiers to obtain car parking permits in CPZ.
- c) Membership of car club for 3 years.
- d) Any other obligation(s) considered necessary by the Director of Planning and Strategic Transport

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

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

Conditions

- 1) Time limit of 3 years
- 2) Built in accordance with approved plans
- 3) Materials to be submitted for approval
- 4) Details to be provided:
 - a) Hard and soft landscaping – including paving surfaces, parking spaces, planting and species and management plan to be submitted
 - b) Windows (head/cills) dormers, roof details, ridge detail, terrace parapet walls at scale 1:10; main entrance scale 1:10, rooflights, joinery openings, architectural key junctions, rain water goods and ventilation extracts
 - c) Boundary treatment including front pedestrian approach
- 5) Refuse Storage Area including management plan to be submitted
- 6) Cycle storage Area to be submitted
- 7) Details of land levels prior to construction
- 8) Construction method statement
- 9) 19% reduction in carbon emissions
- 10) 110 litre water consumption target
- 11) Details of security lighting (taking into account of biodiversity)
- 12) Details of sustainable urban drainage measures
- 13) Details of tree maintenance, means of protection and new tree planting scheme
- 14) House 1 M4(3) accessibility requirements and remaining houses M4(2)
- 15) Ecological appraisal recommendations in accordance with applicants submitted reports
- 16) Non-evasive species (in relation to Japanese Knotweed)
- 17) Biodiversity habitat strategy (protection and priority species/habitats)
- 18) Removal of permitted development rights
- 19) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informatives

- 1) Community Infrastructure Levy (CIL)
 - 2) Code of Practice regarding small construction sites
 - 3) Highways works and or/damage to the existing highway during the construction phases to be made good at developer's expense
 - 4) Best management practices for the treatment of Japanese Knotweed
 - 5) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport
- 2.3 That the Committee confirms that it has paid special attention to the desirability of preserving or enhancing the character and appearance of the East India Conservation Area(s) as required by Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.4 That the Committee confirms that it has had special regard to the desirability of preserving the settings of listed buildings and features of special architectural or historic interest as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 2.5 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
- 2.6 That, if by 1st October 2021 the legal agreement has not been completed, the Director of Planning is delegated authority to refuse planning permission.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal involves the construction of four two storey houses with accommodation within the roofspace.



Image 1: proposed site plan

- 3.2 Each proposed house would be 9.2m high and combined would form a small terrace 24m wide, 10m deep across the site running north to south, providing 12 bicycle spaces and refuse store.
- 3.3 The proposal would include the removal of two groups of Category C trees and part of a group of Category B trees, with the creation of an extensive landscaped communal garden with each house benefiting from their own private garden area.
- 3.4 Following neighbour comments the applicant has clarified details contained in the arboriculture and ecology reports and provided additional heritage statement. These were points of clarification and did not require formal re-consultation.

Site and Surroundings

- 3.5 The 0.2ha sites is located on the west side of Canning Road on an area of land which originally formed part the rear gardens of 5 four-storey semi-detached residential properties nos. 24-28 Canning Road but is now fenced off (since 2004).

- 3.6 The site is largely overgrown but contains a number of mature trees (subject to Tree Preservation Order) along the surrounding boundaries and within the centre of the site. A pedestrian access exists between nos. 24 to 25 (the freeholder of which is also the applicant/freeholder of the site).

Images 2 and 3: site boundary and aerial photograph



- 3.7 The area is residential in character, with a mixture of detached, semi-detached houses and blocks of flats, and the site lies within the East India Conservation Area. To the north of the site is Christ Church Methodist Church, to the south is the rear garden of no.23 Canning Road and beyond that four-storey residential block Edward Jobson Court, to the west is Tunstall Nursery School and Children’s Centre.
- 3.8 The site is located within close proximity to the Grade II* Church of St Mary Magdalene and Grade II adjacent vicarage building (17 Canning Road), approximately 100m south. The site is located within Flood Zone 1 and has a Public Transport Accessibility Level of 4.

Planning History

20/01757/PRE: Redevelopment of land to provide seven family dwellings

20/03098/PRE: Redevelopment of the land to provide seven family dwellings comprising of 1 detached dwelling and 6 semi-detached dwellings

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The proposed development would provide an appropriate scale for a development making effective use of the residential site and increasing the Council housing stock.
- 4.2 The proposed new houses would preserve the character of the conservation area and the setting of the nearby listed buildings, and would not harmfully affect the appearance of the immediate surroundings.

- 4.3 The proposed new houses would not have a detrimental effect on the residential amenities of the adjoining occupiers and would provide an acceptable living environment for the future occupiers.
- 4.4 The development would encourage sustainable modes of transport other than the car, incorporate safe and secure bicycle access and servicing arrangements to and from the site and would have an acceptable impact on the highways network.
- 4.5 The development would incorporate sustainability requirements and incorporate sustainability techniques as part of the overall drainage strategy.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of neighbour consultation letters, a site notice and press notice. The number of representations received from neighbours, local groups etc. in response to initial consultation notification and publicity of the application were as follows:

No of individual responses: 7 Objecting: 5 Supporting: 1 Commenting: 1

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

Summary of objections	Response
<i>Principle of development</i>	
Potentially setting a precedent of damage to the Conservation Area.	Refer to paragraphs 8.4 – 8.6 of this report.
<i>Conservation Area</i>	
Out of keeping with Conservation Area; that development within back gardens will not generally be permitted, should preserve view across gardens; harm to and loss of heritage asset should refuse; justification for development. Paragraph 191 of NPPF; notes incorrect boundary south of the plot; Details required of neighbouring boundary heights, hedges and materials;	Refer to paragraph 8.7 to 8.19 of this report.
<i>Privacy, outlook</i>	
Overlooking of and be seen from 23 Canning Road; development so close to a nursery school	Refer to paragraph 8.22– 8.28 of this report.
<i>Waste</i>	

Bins to be located 40m from Canning Road; substantial waste lures rats and other pests; location of communal bin serious concern;	Refer to paragraph 8.18 and 8.38 of this report.
<i>Trees and Ecology</i>	
Loss of established trees; Arboricultural report missing a several trees along southern boundary in garden of 23; ecology report inaccurate; care should be taken when working on T7; Japanese Knotweed; loss of wildlife, natural flora and fauna	Refer to paragraphs 8.31 to 8.35 of this report.
<i>Transport</i>	
No space to provide parking; 106 agreement required to prevent any parking permits; Parking congestion problems to existing residents in Canning Road. Twenty-four households immediately backing on to the site will be greatly impacted by the construction of this development. Families in the road use that stretch to get to and from various schools and pre-schools / nurseries. All vehicles have to access the site from the northern end (from Lower Addiscombe Road). Reducing the impact on local residents' amenities to be more rigorous in terms of site manager responsibility, hours of operation, deliveries, noise reduction in deliveries, minimise dust, clean pavement .Refuse/recycling-collections (and goods-delivery & collection) will be severely hampered,	Refer to paragraphs 8.36 to 8.39 of this report.
<i>Other</i>	
Drawings show incorrect boundary south of the plot; houses not within 45m required under building regulations for fire services.	Refer to paragraphs 8.25, 8.35 of this report.
Summary of support	Response
<p>Strikes a balance between preserving key historic features along Canning Road where visible whilst providing a welcoming entrance route between the properties as one enters the Site on foot.</p> <p>Could be considered back garden development however the area sold off many years ago and is no longer associated with the houses in Canning Road.</p> <p>Area has become very overgrown and neglected over many years.</p> <p>Overall layout the development is spacious by the standards of many such developments in Croydon.</p>	Refer to paragraphs 8.7 - 8.19 of this report.

Design of the dwellings themselves will easily sit within the character of the area and the Panel particularly like the overall style and the inclusion of pitched roofs instead of the usual unimaginative flat roofs so often proposed for such developments.	
Summary of comment	Response
New entrance is proposed then can it be clarified if the existing pillars will be replaced with notable capstones. These pillars including the wall are supposed to identify the special character of the area and are already dangerously ignored by the owners of the 24-28	Refer to paragraphs 8.7 - 8.19 of this report.
Whilst the Church Council are happy with the development as it stands, it will not allow or permit any access across the rear church car park or through the fence line for site or construction traffic.	Refer to paragraphs 8.36 to 8.39 of this report

6.3 Councillor Jerry Fitzpatrick has made the following representations

- Incorrect understanding that the boundary to the south of the plot belongs to Edward Jobson Court and not the gardens of 23 Canning Road. The boundary is incorrectly described.
(Officer comment: the applicants have clarified the application boundary of the site).
- Development will have a significant impact on the owners of the gardens of 23 Canning Road, not just the disruption during the works, but the privacy implications.
(Officer comment: the impact of the proposal on no.23 has been fully assessed see paragraphs 8.14 - 8.20)
- Tree 'T7(c)' in the Arborcultural Report is owned by Flat 4, 23 Canning Road.
(Officer comment: the applicants have confirmed that T7 lies within no,23 garden)
- Japanese Knotweed has been spotted on the plot
(Officer comment: the applicants have acknowledged the presence of species and potential action)
- Additional information about the perimeter hedge.
(Officer comment: the applicants have clarified the proposed boundary treatment of the site).
- 6.1 in the Ecological Survey notes plans for six houses and car parking.
(Officer comment: the applicants have submitted a corrected ecology report with correct number of houses and no parking).
- If planning permission is successful, can the applicant provide an estimated start date for the works and length of the project?
(Officer comment: The applicants have estimated that the proposed works would involve a 10 month timescale, but this cannot be controlled by the LPA; the standard time limit of 3 years is recommended).

- Due to the nature of the current perimeter fence, there is no privacy from the works taking place, issue with debris from the works coming through onto our plot.
(Officer comment: the report clarifies the boundary with neighbouring sites, details to be controlled by condition, an approved construction logistics plan will safeguard neighbours amenity along the application boundary of the site)
- The villas on Canning Road are an integral part of Croydon's local history.
(Officer comment: The report includes an assessment on the impact of the proposal on the surrounding properties)

7 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the London Plan 2021 the Croydon Local Plan 2018.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) most recently updated 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 (Chap 2)
- Delivering a sufficient supply of homes (Chap 5)
- Promoting sustainable transport (Chap 9)
- Making effective use of land (Chap 11)
- Achieving well designed places (Chap 12)
- Meeting the challenge of climate change, flooding and coastal change (Chap14).
- Conserving and enhancing nature environment (Chap 15)
- Conserving and enhancing the historic environment (Chap 16)

7.3 London Plan 2021

- GG2 Making best use of land
- D1 London's form, character and capacity for growth
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D12 Fire safety
- D14 Noise
- H1 Increasing housing supply

- H2 Small sites
- HC1 Heritage conservation and growth
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI5 Water infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning

Croydon Local Plan 2018:

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and Climate Change
- SP8 Transport and communication
- DM1 Homes
- DM10 Design and character
- DM13 Refuse and recycling
- DM18 Heritage and Conservation
- DM23 Development and construction
- DM25 Sustainable drainage systems
- DM27 Protection and enhancing biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM45 Shirley

7.4 There is relevant Supplementary planning Guidance as follows

- London Housing SPG, March 2016.
- National Technical Housing Standards, 2015.
- National Planning Practice Guidance, 2014.
- Supplementary Planning Document (SPD2) Suburban Design Guide 2019.
- East India Estate Conservation Area Appraisal and Management Plan (CAAMP) April 2014

- Conservation Area General Guidance April 2013

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Sustainability and flooding
6. Trees and ecology
7. Transport

Principle of development

8.2 In considering this proposal the local planning authority has had regard to delivering a wide choice of homes in favour of sustainable development in line with the principles of the NPPF, Policy GG2 of the London Plan relating to making best use of sites; policies SP2 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life and DM1 in supplying new housing.

8.3 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular will play in part resolving the current housing crisis. The Croydon Local Plan 2018 further identifies that a third of housing should come from windfall sites and suburban intensification, in order to protect areas such as Metropolitan Green Belt.

8.4 This is a backland development, within a residential setting which would provide 4 family sized houses and therefore would make a suitable contribution to the boroughs housing stock which exceeds the Council's overall strategic objective of 30% of new homes over the Plan period to have 3 or more bedrooms and therefore complies with policy SP2 and DM1.

8.5 The application land was previously part of the rear gardens to 24-28 Canning Road. As stated by the applicant, and substantiated by resident representations, this was sold off some years ago and is now a separate parcel of land, no longer associated with the houses in Canning Road. Therefore policy DM10.4(e) of the Croydon Local Plan 2018, in relation to rear garden retention, does not strictly apply.

8.6 Therefore subject to an appropriate design (including its appearance impact on the setting of the East India Conservation Area), amenity, transport and sustainable considerations, the proposal would not set an un-warranted precedent and would be appropriate in line with Councils aspirations for the site and surrounding East India Conservation Area.

Townscape and visual impact

- 8.7 Chapter 16 of the NPPF (para 189) states that when determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected including, any contribution made by the their setting. The level of detail should be proportionate to the assets importance and no more than is sufficient to understand the potential impact of the proposal on the significance.
- 8.8 Section 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, requires that, when granting planning permission with respect to any buildings or other land in a conservation area, or to grant planning permission for development which affects a listed building or its setting, the local planning authority should pay special attention to the desirability of preserving or enhancing the character or appearance of that area and to special regard to the desirability of preserving the building, or its setting. In this context, "preserving", means doing no harm.
- 8.9 The Court of Appeal has determined that, in order to give effect to the statutory duty under sections 66(1) and 72(1), in respect of development proposed to be carried out in a conservation area, a decision-maker must give a high priority to the objective of 'preserving or enhancing the character or appearance of the area', when weighing this factor in the balance with other 'material considerations' which have not been given this special statutory status.
- 8.10 If any proposed development would conflict with that objective, there will be a strong presumption against the grant of planning permission, although, in exceptional cases the presumption may be overridden in favour of development which is desirable on the ground of some other public interest. But if a development would not conflict with that objective, the special attention required to be paid to that objective will no longer stand in its way and the development will be permitted or refused in the application of ordinary planning criteria.
- 8.11 Neighbours have objected to the proposal as out of keeping with Conservation Area; should not generally be permitted as it involves development within back gardens; that the proposal should preserve views across gardens and would result in loss of a heritage asset without justification.
- 8.12 The site lies in the East India Estate Conservation Area and there are statutorily listed buildings in the vicinity. The area is characterised by a concentration of high-quality historic buildings, formal street layout, and spacious character with generous gardens.
- 8.13 The applicant's heritage impact statement describes the site and its immediate environment and regards the development as providing a well-considered design which responds positively to the East India Conservation Area. Officers, acknowledge that the site historically formed the rear gardens of nos.24-28. However, equally it is understood that the site has been subdivided from the rear gardens of these properties since 2004, is not accessible, heavily overgrown and neglected. The main buildings of Nos 24-28 remain set within substantial

gardens with the bulk of the proposed site and location of the proposed houses set back by 35m from these properties.

- 8.14 The proposal involves a modest terrace of housing suitably positioned on site. The subservient nature of the proposal and degree of separation means that a feel of openness with views across the site from the rear of those properties immediately surrounding would continue to exist. More widely the proposal would preserve the characteristics of the conservation area; it would be to the rear of the nos.24-28 and generally not visible from the public realm, with only glimpse between nos. 24-25 from the streetscene.

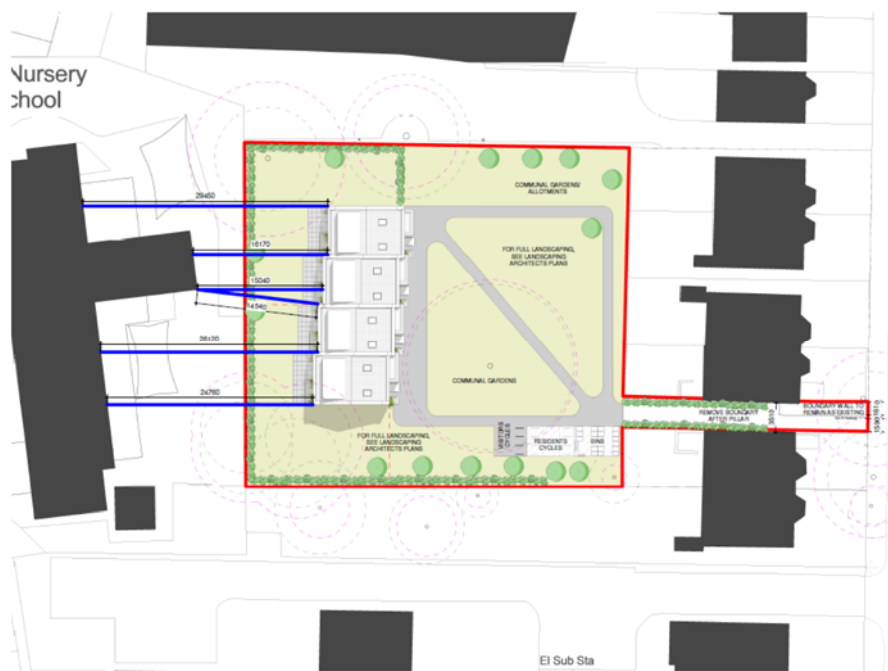


Image 4:
proposed site plan

- 8.15 Officers do not consider that this proposal would result in harm or indeed less than substantial harm to the heritage asset. Guidance in the East India Estate CAAMP 9.2 New Development is that *“all proposed development should respect the established plot layout and building lines present, as well as the height, scale and massing of nearby buildings”* and *“construction of new dwellings in small gaps between buildings will generally not be permitted due to the likelihood of over-cramped development and incongruous plot size”*. Guidance note 9.3 Back Garden Development says that *“development in back gardens will generally not be permitted due to the potential disruption to the area’s spacious character and loss of green spaces. All small-scale outbuildings in back gardens should preserve views across gardens and not cause the removal of existing trees”*.

- 8.16 The proposed development has been designed to reflect the established plot layout of the immediate surroundings and mirrors the existing street scene layout. In terms of massing and form the buildings would be subservient to the Canning Road houses making effective use of roof space to create an additional floor of accommodation. The proposal would not result in cramped form of development due to its modest massing, scale and overall site coverage. The

design of the proposed houses would be appropriate, finished in brick with mansard roof form, large windows and defined openings. The overall detail of materials would be subject to condition to ensure a high quality finish' key for this conservation area location.

- 8.17 The terrace houses would be appropriately positioned and provide a generous ratio of green space to the built environment with the inclusion of the large communal landscaped area immediately to the front. The applicants have supported this with a detailed planting strategy. This approach would maintain the spacious character of the area, encourage green space with minimal removal of trees. Details of a management plan to maintain landscaping, species, boundary treatment, external lighting would ensure the maintenance and appearance of the area. This approach would preserve the spacious character and setting of the Conservation Area. Officers consider the positive aspects of the proposal would preserve the heritage asset and justifies the recommendation.



Image 5: CGI of the scheme from the front

- 8.18 The bin and bike storage have been carefully considered and access to the site would have minimal impact on the street scene. Details of the refuse and cycle storage area and the walkway entrance would be controlled by condition to ensure suitable arrangement and access.
- 8.19 Overall, the proposed scheme is considered to be a sensitive intensification of this site. No objections have been raised by the Mid Croydon Conservation Area Panel who consider that the proposal would easily sit within the character of the area and would be of a suitable appearance. The proposal would bring back into use this enclosed area of land in a sensitive way. Officers consider the design would preserve this site, local character, character and appearance of the Conservation Area and the nearby listed buildings in line with the NPPF, London Plan and CLP policies.

Housing quality for future occupiers

- 8.20 The proposed houses would accord with the National technical housing standards guidelines in terms of floor space requirements including areas for storage. Each house would have dual aspect, receive good levels of light with their own private garden. The proposal includes a large communal garden area which would enhance the overall setting and approach to the houses and create

a suitable green environment for potential occupiers. This arrangement is, therefore acceptable. The proposal would be in accordance with the principles of the NPPF in delivering a wide of choice of quality homes and London Plan Policies, and Croydon Local Plan 2018.

- 8.21 In terms of accessibility, the Housing SPG recognised that for developments of four-stories or less the provision for new build homes should be accessible and adaptable. Potential occupiers and visitors will be able to access the site directly off Canning Road with suitable landscaping to ensure step-free access throughout the site. The applicants have amended the layout of one of the houses to be M4(3) compatible, ensuring that the house will be wheelchair accessible with remaining houses to be M4(2). The proposal would therefore be in line with London Plan policies D6 and Local Plan policy DM10.

Residential amenity for neighbours

- 8.22 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light and a loss of outlook.
- 8.23 The proposed terrace would be significantly separated from adjoining neighbouring properties to the east. The proposed terrace would be between 36m to 37m from the rear of the four storey houses which front Canning Road (nos.24 to 28), to the east. The proposal would not result in any loss of light, undue overlooking or loss of privacy or outlook to these neighbours. Details of boundary treatment would protect gardens with these neighbouring properties.
- 8.24 The proposed site adjoins the boundary with the rear garden with no.23 Canning Road to the south. The proposed terrace would be 39m from the rear building of 23. No windows would be contained within the south facing elevation of the proposed house nearest to the rear garden boundary with no.23 (10m away). The proposal would not result in loss light, direct outlook or privacy for this neighbour. In response to neighbour objections the applicants have clarified that the site boundary of the development is with no.23. Officers are satisfied that the proposal would not involve development within any neighbour garden plot. The proposal would include a 1.8m high Hornbeam Hedge and behind that within the site 1.8m high fencing which would safeguard neighbouring privacy, details of which would be controlled by condition. The proposed refuse storage area along the south of the site would be controlled by condition to ensure that it is suitably kept and managed including lighting and cleaning facilities to protect neighbouring amenity along the boundary with no.23.
- 8.25 The proposed terrace would be between 14.5m to 29m from the two-storey primary school to the west. Officers consider that there would be reasonable separation between the proposed terrace houses and the neighbouring school and that the proposal would not result in undue overlooking or loss of privacy. It is not uncommon for residential buildings to have a degree of overlooking to school sites in urban locations.

- 8.26 The proposed terrace would be 18.5m from the rear of Christ Church Building to the north. There are no windows in the flank elevation of the proposed end of terrace house nearest to the Church Building and the proposal would not impact in terms of light, outlook or amenity towards this neighbouring site.
- 8.27 It is acknowledged that there will be some noise and disturbance during the construction process, with pollution and access also a concern expressed by neighbours. The applicants have confirmed that in the event of planning permission being granted, they anticipate a construction period of 10 months to complete the development. A planning informative is recommended to advise the applicant to follow the Councils "Code of Practice on the Control of Noise and Pollution from Construction Sites". A condition requiring Construction Logistics Plan to be approved prior to the start of building works, in order to limit amenity impacts, traffic impacts and safeguard the development during the build. Further informatives would ensure the reinstatement of the highway with the developers to meet the cost of reinstatement of any work. The proposal would therefore be in accordance with policy DM23.
- 8.28 A condition requiring details of lighting and illuminance to the rear and along the front entrance to the site would ensure that neighbours amenity is protected. The applicants have also confirmed that as the travel distance is less than 90m from the road to the furthest point in the furthest house, the proposal would include installation of a sprinkler system, to safeguard further occupiers and neighbouring sites in the event of fire. Based on the above Officers are satisfied that the proposal would not have an undue impact on neighbouring amenity and would be in line with policy DM10.

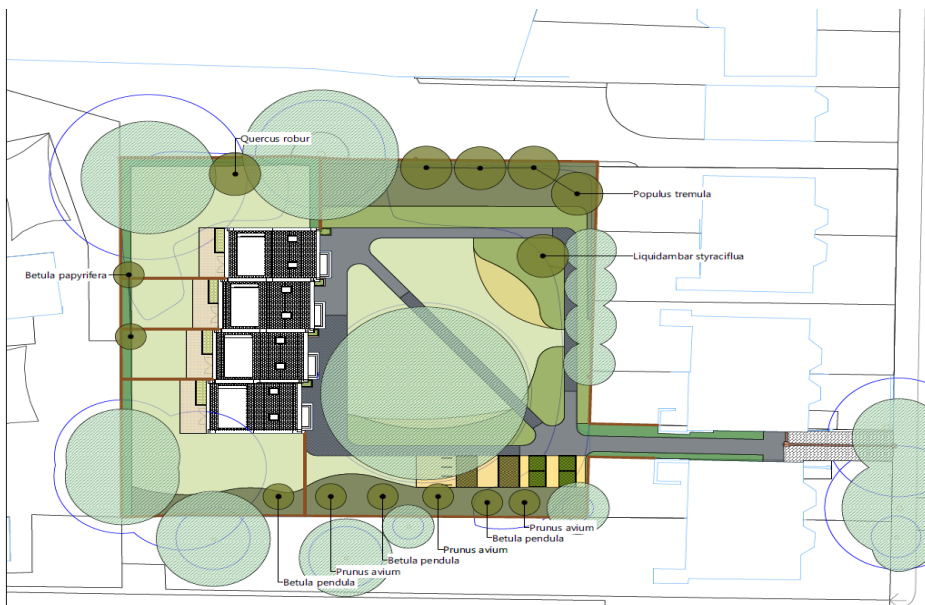
Sustainability and flooding

- 8.29 The Council would seek new homes to meet the needs of residents over a lifetime and be constructed using sustainable measures to reduce carbon emissions. In line with Policy SI2 of the London Plan, the development proposals should make the fullest contribution to minimising carbon dioxide emissions. In addition, the Council would require the development to achieve a water use target of 110 litres per head per in line with London Plan Policy SI5. Subject to conditions the development would need to achieve sustainable requirements in line with national, regional and local level.
- 8.30 The site does not fall within a major flood risk area. The applicants map identifies Canning Road as falling within a surface water area but the site itself outside. The site is also identified as an area with a low groundwater flood risk. Therefore the potential for both surface water and groundwater risk is considered low. Due to the site being 1m above Canning Road access level the risk from flooding of sewers or water mains is also considered to be very low. The applicants flood risk report identifies surface water discharge will be possible via geo-cellular/soakaway storage crates located beneath the communal garden on the north corner of the site, which is supported and will be conditioned. In addition finished floor levels of the development will be set at 150mm above adjacent ground levels (in line with building regulations). All connections will be made in accordance with the building regulation requirements and those of Thames Water including retention and slow release

systems (SUDS) to reduce the outflow to limit the risk of adding to flooding elsewhere in the vicinity. The proposal would therefore be in line with London Plan Policies S112 and S113, details to be secured by condition.

Trees and ecology

- 8.31 Neighbours have raised several issues in respect to the details submitted as part of the applicants Tree Report Statement. Several trees on the site have been identified as generally being low quality along the boundary of the site with the exception of a high quality tree positioned centrally (T3). The report identifies a number of the trees as requiring pruning. The report also assesses trees located within the neighbouring gardens to the north and south, due to their proximity to the site boundary and the need to protect their roots and canopies during the construction stage.
- 8.32 Officers are satisfied that the correct information has been supplied which identifies the trees involved, measures to be taken, and location of those trees in neighbouring sites (T7 in garden of no.23). The applicants report identifies that the development has been designed to retain the most-healthy trees. The report identified 10 individual trees and three groups of trees identified on the site categorised as A (high quality, T3), B (moderate, 6 trees) and C (low quality, 6 trees).



*Image 6:
landscaping
proposals*

- 8.33 The proposal would involve removal of one mature tree (G2, category B) to the south west corner of the site, however a planting programme would ensure that a suitable replacement is made for the removal of this tree. The proposal would also include clearance of two groups of trees (G1 and G3, category C) with minor pruning to the other trees. The applicants have amended the ecological report and Officers are now satisfied that the report is now correct and the Council's Tree Officers agree with the report findings and have not raised any objection to the pruning works, tree removal, protection and subsequent

replanting. The proposal is therefore in accordance with policy DM28 of CLP and G7 of the London Plan.

- 8.34 The arboriculture report has identified the presence of Japanese Knotweed on the site. The report acknowledges that measures would be required to ensure that the plant is not spread as a result of works, through an effective eradication strategy. This would need to be devised and undertaken by a specialist contractor. An informative would be required to remind the applicant of the need to ensure that the method statement is appropriately managed and that it reflects the best management practices for the treatment of the species.
- 8.35 An ecological desk study has been undertaken to determine the presence of any designated nature conservation sites and protected. The report has been updated to reflect neighbours concerns and recommends that in view of the existing habitat the development be designed (where feasible) to allow for the retention of existing notable habitats to ensure net gains for biodiversity. The Councils Ecological consultant is satisfied that sufficient information has been presented to assess the likely impact of the proposal on protected and priority species and habitats. The conclusion is that the development can be made acceptable if the appropriate mitigation measures are secured through ecological conditions. The assessors also support the proposed biodiversity measures identified. Officers are therefore satisfied that proposed development would therefore be in accordance with Policy DM27.

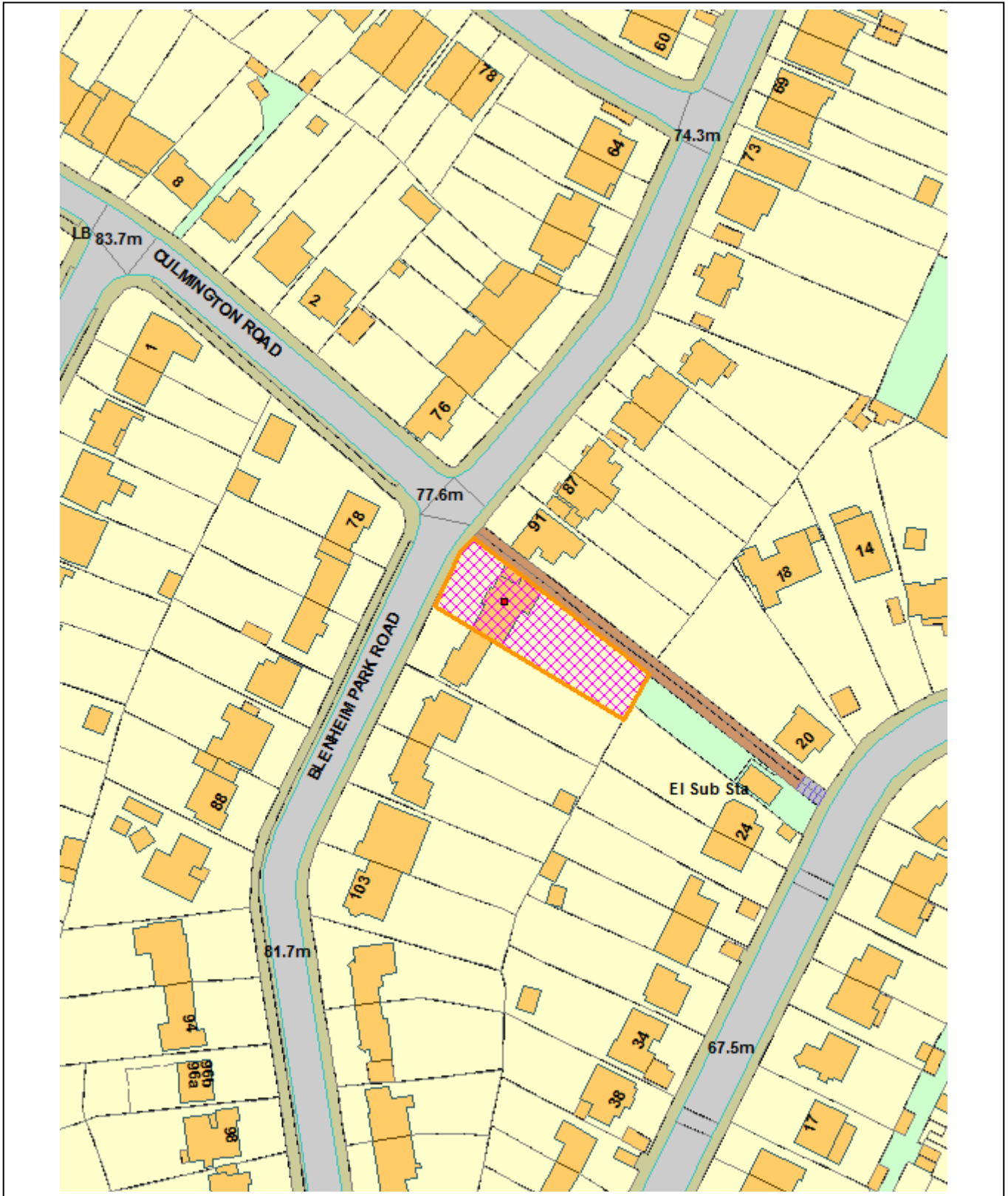
Transport

- 8.36 The applicants have submitted a Transport Statement in support of the proposal. The site has a PTAL of 4, which is identified as being located in an area with a good level of public transport accessibility close to bus, trams and railway services. The site is also located in a Controlled Parking Zone (CPZ) which is operational Mon-Sat 9am-5pm.
- 8.37 There is no vehicle access. Officers consider that a car free development would be acceptable in this location subject to a legal agreement (s106) to remove access to resident parking permits and contracts in council run car parks for the future occupiers. Furthermore, this justifies the need for securing a financial contribution of £6,000 towards improvements to sustainable transport including but not limited to on street car clubs with EVCP's as well as EVCP's and car club support and membership in general as per policies in the Local Plan and transportation improvements.
- 8.38 The location of the proposed bin store would be more than 30m from the point of collection. Details of a management plan, including procedure to deliver bins to collection point, in addition to 10sqm area to provide for bulk collection and refuse storage facilities would need to be secured by condition.
- 8.39 The applicants have proposed occupier and visitor cycle storage areas which is welcomed. The proposed cycle storage must be to London Plan standards in terms of numbers of cycles that need to be able to be secured for the houses ie. at least 8 cycles. 5% of the Sheffield stands must be placed so that wider and adapted bikes can be secured to them. Final details of the cycle storage is

recommended to be conditioned. In order to safeguard the highway appearance a condition survey of the public highway will be required prior to any works commencing with any damage to the highway to be meet by the applicants. The proposal is therefore consider in line with Policies DM29 and DM30.

Conclusion

- 8.40 The principle of development is considered acceptable. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions as set out in paragraph 2.2, the scheme is acceptable in relation to residential amenity, transport, sustainability, trees and environmental matters. Thus the proposal is considered in general accordance with the relevant polices.
- 8.41 The recommendation is to grant planning permission subject to the completion of a s106 agreement to secure the heads of terms identified in 2.2.



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PART 5: Planning Applications for Decision

Item 5.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 20/01172/FUL
 Location: 93 Blenheim Park Road, South Croydon, CR2 6BL.
 Ward: South Croydon
 Description: Erection of a part single, part two storey side extension, rear extension, alterations and extensions to the roof and conversion of the property into 4 self-contained units.
 Drawing Nos: J-11686 –LP-001 Rev 1 (19.03.2021); J-11686 –PP001 (Existing); J-11686 (Existing); J-11686 –PP002 (Existing); J-11686 –PP003 (Existing); J-11686 –PP004 (Existing); J-11686 –PS001 (Existing); J-11686 –PE001 (Existing); J-11686 –PE002 (Existing); J-11686 –PE003 (Existing); J-11686 –PE004 (Existing); J-11686 –PV001 (Existing); J-11686 –PV002 (Existing); J-11686 –PP001 (Proposed)(Amended 21.04.2021); J-11686 (Proposed)(Amended 21.04.2021); J-11686 –PP001 (Proposed)(Amended 21.04.2021); J-11686 –PP002 (Proposed)(Amended 21.04.2021); J-11686 –PP003 (Proposed)(Amended 21.04.2021); J-11686 –PP004 (Proposed)(Amended 21.04.2021); J-11686 –PS001 (Proposed)(Amended 21.04.2021); J-11686 –PE001 (Proposed)(Amended 21.04.2021); J-11686 –PE002 (Proposed)(Amended 21.04.2021); J-11686 –PE003 (Proposed)(Amended 21.04.2021); J-11686 –PE004 (Proposed)(Amended 21.04.2021); J-11686 –PV001 (Proposed)(Amended 21.04.2021); J-11686 –PV002 (Proposed)(Amended 21.04.2021).
 Applicant: Mr James Cohen of Urban Planning Practice
 Case Officer: Nathan Pearce

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

	Car parking spaces	Cycle parking spaces
Existing	1	0
Proposed	4	8

- 1.1 This application is being reported to Planning Sub Committee because objections above the threshold in the Committee Consideration Criteria have been received and it has been referred by a ward councillor.

2.0 RECOMMENDATION

- 2.1 That the Planning Sub 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 and reports except where specified by conditions
3. Construction Logistics Plan
4. Details of facing materials
5. Landscaping
6. Electric Vehicle Charging Points
7. Cycle parking and refuse
8. Car parking
9. Visibility splays
10. Restricting use of the flat roof
11. Installation of a Water Butt
12. Tree protection plan
13. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1)CIL
- 2)Code of practice for Construction Sites
- 3)Light pollution
- 4)Boilers
- 5)Waste notice
- 6)Sound insulation
- 7)Wildlife
- 8)Proposed works only
- 9)Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

- 3.1 The proposal includes the following:
 - Erection of a part single, part two storey side extension and rear extension.
 - Alterations and extensions to the roof.
 - Conversion of the property from a single-family dwellinghouse to 4 self-contained units.

- Provision of 2 x 1-bedroom flats, 1 x 2-bedroom (3 person) flat, 1 x 3-bedroom flat.
- Provision of 4 off-street parking spaces.
- Provision associated refuse/cycle stores.

3.2 Amended plans were received on 05.10.2020 and 21.04.2021 which changed the layout of the front hardstanding in order to move the vehicle crossover away from the street tree, remove the private amenity for units 3 and 4 and increase size of communal amenity, straighten steps down to front entrance to allow defensible space in front of unit 2, bedroom 2 and amend the size of the bulky goods waste storage. The amendments were relatively minor and a neighbour renotification was not necessary.

Site and Surroundings

3.3 The application site is a semi-detached property situated on the east side of Blenheim Park Road. There is a change in levels on site where the site slopes from the front of the site down to the rear.

3.4 The surrounding area is mainly residential in character. Whilst there is no distinct style in regard to the properties along Kingswood Way, properties have a setback from the highway normally behind frontages of soft landscaping and hardstanding with low boundary treatments. The majority of properties appear to be semi-detached family dwellinghouses. The site has a Public Transport Accessibility Level (PTAL) of 1b.



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

Planning History

- 3.5 19/04502/HSE - Erection of a part single, part two storey side and rear extension.
– Approved 25.11.2019

19/04503/LP - Erection of a single storey rear extension, front porch and a loft conversion including a rear dormer and roof lights – Granted 11.11.2019

19/04598/GPDO - Erection of a single storey rear extension which projects out 6 metres from the rear wall, with an eaves height of 2.9995 metres and a maximum height of 3.34 metres - Prior Approval No Jurisdiction 13.11.2019

19/05828/LP - Hip to gable loft extension and erection of a dormer – Granted 05.02.2020

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2021) and Croydon Local Plan (2018) and emerging housing targets. The proposed development would provide an appropriate mix of units including a three-bedroom family unit.
- The proposed extensions would be of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause unacceptable harm to the amenities of neighbouring residential occupiers.
- The proposed development would not have an adverse impact on the operation of the highway.
- Subject to the imposition of conditions, the proposed development would not cause unacceptable harm to visual amenity of trees.
- Subject to conditions, the proposals would not have an adverse impact on flooding.
- Sustainability aspects can be controlled by conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by 7 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, local ward Councillor and local MP in response to notification and publicity of the application are as follows:

No of individual responses: 24 Objecting: 24 Supporting: 0
 Comment: 0

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

Summary of objections	Response
<i>Principle of development</i>	
Overdevelopment and intensification	Addressed in the report at paragraphs 8.2 – 8.6
Loss of family home	Addressed in the report at paragraph 8.2 – 8.6
Poor quality development	Addressed in the report at paragraphs 8.2 – 8.6
<i>Design</i>	
Out of character	Addressed in the report at paragraphs 8.7 – 8.12
Massing too big	Addressed in the report at paragraphs 8.7 – 8.12
Over intensification – Too dense	Addressed in the report at paragraph 8.7 – 8.12
Visual impact on the street scene (Not in keeping)	Addressed in the report at paragraphs 8.7 – 8.12
Accessible provision	Addressed in the report at paragraphs 8.23
Number of storeys	Addressed in the report at paragraphs 8.9
<i>Amenities</i>	
Negative impact on neighbouring amenities	Addressed in the report at paragraphs 8.13 – 8.18
Loss of light	Addressed in the report at paragraphs 8.13 – 8.18
Loss of privacy	Addressed in the report at paragraphs 8.13 – 8.18
Overlooking	Addressed in the report at paragraphs 8.13 – 8.18
Disturbance (noise, light, pollution, smells etc.)	Addressed in the report at paragraphs 8.13 – 8.18
Refuse store	Addressed in the report at paragraphs 8.31
<i>Traffic & Parking</i>	
Negative impact on parking and traffic in the area	Addressed in the report at paragraphs 8.25 – 8.32
Not enough off-street parking	Addressed in the report at paragraphs 8.25 – 8.32
Negative impact on highway safety	Addressed in the report at paragraph 8.25 – 8.32

Refuse and recycling provision	Addressed in the report at paragraph 8.25 – 8.32
<i>Other matters</i>	
Construction disturbance	Addressed in the report at paragraph 8.41
Impact on wildlife	Addressed in the report at paragraphs 8.33 – 8.38
Impact on flooding	Addressed in the report at paragraph 8.40
Local services cannot cope	Addressed in the report at paragraph 8.43
Lack of affordable homes	Addressed in the report at paragraph 8.42
Impact on trees	Addressed in the report at paragraphs 8.33 – 8.35

- 6.3 Cllr. Maria Gatland (South Croydon ward) objected to the application and raised the following issues:
- Overdevelopment of site
 - Detrimental impact on neighbours in terms of noise and loss of privacy
 - Bulk and dominance

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. Such determination shall be made in accordance with the Plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2021, the Croydon Local Plan (February 2018), and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) revised in February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:
- Promoting sustainable transport;
 - Delivery of housing
 - Promoting social, recreational and cultural facilities and services the community needs
 - Requiring good design.
- 7.3 The main policy considerations raised by the application that the Committee are required to consider are:

London Plan (2021)

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

- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- H1 Increasing housing supply
- H10 Housing size mix
- S1 Developing London's social infrastructure
- S4 Play and informal recreation
- HC1 Heritage conservation and growth
- G1 Green infrastructure
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- S11 Improving air quality
- S12 Minimising greenhouse gas emissions
- S13 Energy infrastructure
- S15 Water infrastructure
- S17 Reducing waste and supporting the circular economy
- S112 Flood risk management
- S113 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- T9 Funding transport infrastructure through planning
- DF1 Delivery of the plan and planning obligations

7.5 Croydon Local Plan (adopted February 2018)

- SP1 – The places of Croydon
- SP2 – Homes
- DM1 – Housing choice for sustainable communities
- SP4 – Urban Design and Local Character
- DM10 – Design and character
- DM13 – Refuse and recycling

- SP6 – Environment and Climate Change
- DM23 – Development and construction
- DM24 – Land contamination
- DM25 – Sustainable drainage systems and reducing flood risk
- SP7 – Green Grid
- DM27 – Biodiversity
- DM28 – Trees
- SP8 – Transport and Communications
- DM29 – Promoting sustainable travel and reducing congestion
- DM30 – Car and cycle parking in new development
- DM46 – South Croydon

7.6 Suburban Design Guide Supplementary Planning Document (SPD) 2019

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

7.7 Other relevant Supplementary Planning Guidance as follows:

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

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The principal issues of this particular application relate to:

- The principle of the development;
- Impact of the development on the character and appearance of the area;
- Impact on residential amenities;
- Standard of accommodation;
- Highways impacts;
- Impacts on trees and ecology;
- Sustainability issues; and
- Other matters

The Principle of Development

8.2 Both the London Plan and the NPPF place significant weight on housing delivery and focus on the roles that intensification and small sites in particular can play in resolving the current housing crisis. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting the demand for additional housing in Greater London, helping to address overcrowding and affordability issues. Furthermore

the Croydon Local Plan 2018 anticipates that roughly a third of housing delivery over the plan period will come from District Centres and windfall sites.

- 8.3 The site is a windfall site which could be suitable for sensitive renewal and intensification.
- 8.4 Policy SP2.7 sets a strategic target of 30% of new homes to be 3-bedroom homes and small family homes and homes built as 3-bed homes are also protected. The existing dwellinghouse is a 5-bed house and the proposal would provide a replacement 3-bed unit which would provide adequate floorspace for families. The overall mix of accommodation would be acceptable.
- 8.5 Representations have raised concern over the intensification of the site and overdevelopment. The site is in a suburban setting with a PTAL rating of 1b and as such, the London Plan indicates that a suitable density level range is between 150-200 habitable rooms per hectare (hr/ha). Whilst the proposal would be above this range (450 hr/ha), it is important to note that the London Plan indicates that it is not appropriate to apply these ranges mechanically, and also provides sufficient flexibility for higher density schemes (beyond the density range) to be supported where they are acceptable in all other regards. In this instance the proposal is acceptable, respecting the character and appearance of the surrounding area, and does not demonstrate signs of overdevelopment (such as poor quality residential units or unreasonable harm to neighbouring amenity). As such the scheme is supported.

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

- 8.6 The existing property is not protected from expansion or alteration by existing policies and its intensification is acceptable subject to a suitably designed scheme coming forward. The proposal seeks to extend it and reconfigure it internally in order to provide 4 flatted units. The scheme has been specifically designed to resemble a single house that has been extended in a traditional style. Officers are satisfied that the scheme respects the street-scene.
- 8.7 The height, scale and massing of the scheme would be acceptable, given that the site works well with the topography and would sit well with the adjoining properties.



Fig 2: Front elevation

- 8.8 The design of the extensions would incorporate a traditional styled appearance consisting of a two-storey side extension with a gable end that is set down from the ridge height and set back from the front elevation.
- 8.9 The external design of this development has predominantly been established through planning application ref. no: 19/04502/HSE. The width of the first-floor side extension has been proposed at less than half the width of the original property whilst the ground floor ensures to maintain a minimum of 1 metre from the boundary.
- 8.10 A small alteration to the roof form has been applied to the side extension in comparison to application 19/04502/HSE. This element now appears as a subordinated gable roof. This has been applied to ensure this element ties in well with the original property and the extensions already applied.
- 8.11 Although the proposed additions would result in a significant increase in floorspace of the property, it is considered that the additions would not result in an overdevelopment of the site given the size of the plot. It is noted that some of the other properties on the east side of the Blenheim Park Road have also had significant extensions.
- 8.12 The proposal would maintain the overall street scene with the use of an appropriate materials palette with an adequate balance between render, tile, glazing and appropriate roof proportions. The main front element would present a traditional architectural response. It is noted that render and brick is characteristic of the area and as such its use would be acceptable as a facing material.

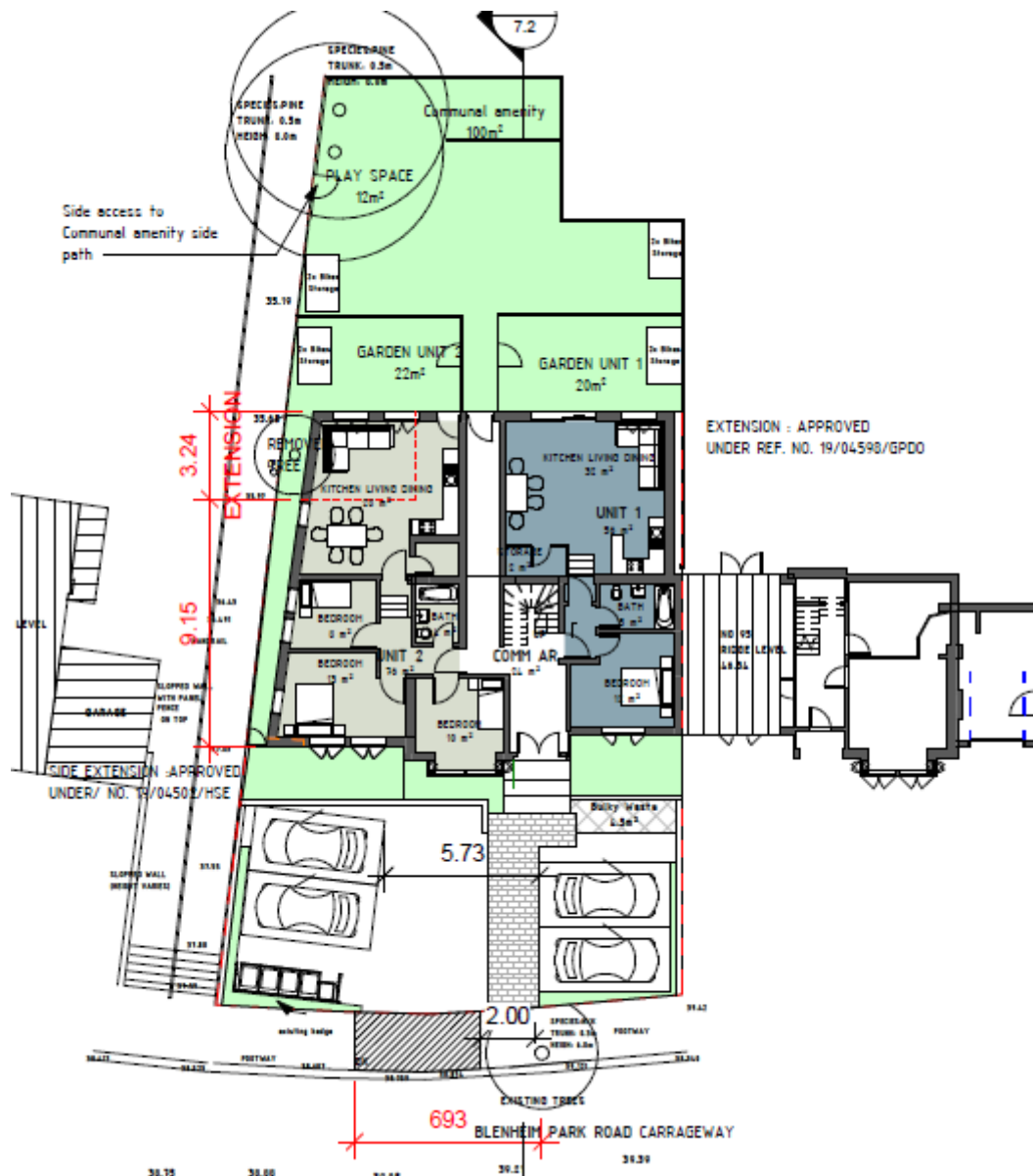


Fig 3: Proposed site plan showing proposal in relation to neighbouring properties

8.13 Policy DM10.2 seeks to create well defined and designed public and private spaces and advises that forecourt parking should only be allowed where it does not cause undue harm to the character or setting of the building and is large enough to accommodate parking with sufficient screening to prevent vehicles encroaching on the public highway. The frontage of the site would have an area of hardstanding surrounded by soft landscaping. Given the overall scale of the development and number of forecourt hardstanding areas in the vicinity, the extent of hardstanding would not be excessive. The site would offer sufficient opportunities for soft landscaping to the front, rear and around the site boundary.

8.14 The application site is a substantial plot within an established residential area. The scale and massing of the new buildings would generally be in keeping with the overall scale of development found in the immediate area whilst sensitively

intensifying it and the layout of the development would respect the streets' pattern and rhythm.



Fig 4: CGI of the front of the site from the highway

Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies and the Suburban Design Guide SPD 2019 in terms of respecting local character.

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

8.15 Policy DM10.6 states that the Council will not support development proposals which would have adverse effects on the amenities of adjoining or nearby properties, or have an unacceptable impact on the surrounding area. This can include a loss of privacy, a loss of natural light, a loss of outlook or the creation of a sense of enclosure. The properties with the potential to be most affected are the adjoining properties at 91 & 95 Blenheim Park Road, dwellings opposite on Blenheim Park Road and to the rear on Kingsdown Avenue.



Fig 5: Proposed site plan

91 Blenheim Park Road

8.16 This dwelling is to the north and is at a similar level than the proposal site. The proposed two storey side extension is situated on the unattached side of the property with a public footpath that runs down this flank elevation. This causes substantial distancing between the host and the immediate neighbouring property. The potential impact this extension may have on neighbouring properties has already been assessed and approved under application ref no. 19/04502/HSE.

8.17 The proposed extension would not break a 45 degrees line drawn from neighbouring habitable room windows and given the positioning of windows and

separation distance from the proposed development it would not result in a significant loss of privacy and overlooking of neighbouring property.

- 8.18 Although there would be some additional overlooking of neighbouring private amenity, this amenity is already overlooked by the existing windows of neighbouring properties.

95 Blenheim Park Road

- 8.19 This dwelling is to the south and forms the other half of the semi-detached pair.

The 6m deep extension along boundary has already been granted through a previous permission. Although there may be some overlooking of the neighbouring garden from the first and second floor rear windows, it is considered that given the separation distances and the angles that there would not be a significant impact on this dwellings in terms of loss of light, outlook, privacy or sense of overbearing. This is considered to be an acceptable relationship in a suburban setting such as this.

Dwellings opposite on Blenheim Park Road and to the rear on Kingsdown Avenue

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

General

- 8.21 As regards noise and disturbance, the proposed development would not result in undue noise, light or air pollution as a result of an increased number of occupants on the site. The increased number of units would increase the number of vehicle movements to and from the site, but this would not be significant and would not be overly harmful.

The effect of the proposal upon the amenities of future occupiers

- 8.22 The Nationally Described Space Standards (NDSS) provide minimum technical space standards for new dwellings in terms of the gross internal floor areas and storage. All of the proposed units would meet the minimum required gross internal floor area. Unit 4 would have a floorspace of 64m² at a minimum head height of 1.5m which is above the minimum requirements.

- 8.23 Units 1 and 2 would have access to private amenity space which meets the required standard. Although no private amenity is provided for units 3 and 4, these units would be 5m² and 6m² above the required minimum internal floorspace standards to offset for the lack of private amenity. A large communal

amenity area and play space is provided. Considering that the proposal is conversion of an existing building, this is considered to be acceptable.

- 8.24 It is not proposed for the building to be accessible. Given the change in levels on the site and location of the existing door, steps are required down to the entrance, which is to be kept at the existing level. This is considered acceptable given the topographical difficulties of the site.
- 8.25 Overall the development is considered to result in a high quality development, including an uplift in family accommodation, and will offer future occupiers a good standard of amenity and thus accords with relevant policy.

Traffic and highway safety implications

- 8.26 The Public Transport Accessibility Level (PTAL) rating is 1b which indicates poor accessibility to public transport. The London Plan and Policy DM30 of CLP2018 sets out that maximum car parking standards for residential developments based on public transport accessibility levels and local character. This states that 1-2 bedroom properties should provide a maximum of up to 1 space per unit, with up to 1.5 spaces per unit being provided for 3 bedroom properties. In line with the London Plan, the proposed development could therefore provide up to a maximum of 4.5 spaces. It is important to note however that it is not necessarily desirable to provide car parking up to the maximum standards given the requirements of both the London Plan and Croydon Local Plan which seek to reduce reliance on car usage and promote/prioritise sustainable modes of transport. As such a lower level of car parking can be supported and is encouraged in line with the ambitions of the Development Plan.
- 8.27 The proposed car parking provision is considered acceptable when taking into account the site constraints, the need to provide high quality multi-functional spaces whilst ensuring the best use of land.
- 8.28 There are a number of representations that refer to the parking provision, on-street parking and highway safety at the site. In respect to highway safety, the scheme provides 4 off-street parking spaces and these will need to adhere to the parking visibility splays and parking standards to ensure that safety requirements are adhered to and these have been secured through conditions.
- 8.29 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 8 spaces) as these are provided by way of secure cycle stores within the rear gardens of each house. This can be secured by way of a condition.
- 8.30 The refuse arrangements have been indicated on the site plan, the development would require 2x360ltr landfill bin, 2x360ltr recycling comingled recycling bin and 1x140ltr food waste bin. The refuse store and bulky goods storage area would be located towards the front of the site within 20m of the highway. Details can be secured by condition.

8.31 A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Trees and Ecology

8.32 Policy DM28 of the Croydon Local Plan 2018 seeks to protect and enhance the borough's woodlands, trees and hedgerows. The site is not covered by any Tree Preservation Order.

8.33 A pine tree on the north side of the site has been removed. Full details of tree planting and other planting could be secured as part of the recommended landscaping condition in the event planning permission is granted. This would also encourage biodiversity.

8.34 There is a street tree on the pavement at the front of the site. Amended plans have relocated the vehicle crossover so that it is at least 2m from the edge of the tree trunk. A tree protection plan will be conditioned.

Other Matters

8.35 The site is within Flood Zone 1 (low risk of flooding) and within a Critical Drainage Area. The proposal is for extensions to an existing building. A Flood Risk Assessment has been submitted which has found that the proposed development is at low risk of flooding from all sources (fluvial, pluvial, groundwater and sewers). It is recommended that the site developer uses a combination of small-scale SUDS devices, such as rainwater gardens, permeable paving, and rainwater harvesting/water butts. A Condition has been added.

8.36 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst the details submitted to date might well be acceptable, it would be prudent to condition a Construction Logistics Plan to be approved, as appointed contractors may have an alternative approach to construction methods and the condition ensures that the LPA maintains control to ensure the development progresses in an acceptable manner.

8.37 Representations have been made in respect to a lack of affordable homes being provided at the site, however the scheme is for 4 units and as such is under the threshold where the provision for affordable homes would be required.

8.38 The applicant has provided details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. This matter will be finalised through the Building Regulations regime.

8.39 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This

payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions/planning balance

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

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