

Planning Sub-Committee Agenda



To: Councillor Michael Neal (Chair)
Councillor Leila Ben-Hassel (Vice-Chair)
Councillors Ian Parker, Sean Fitzsimons, Lee and Ellily Ponnuthurai

A meeting of the **Planning Sub-Committee** which you are hereby summoned to attend, will be held on **Thursday, 20 October 2022** at the rise of Planning Committee but not earlier than **7.30 pm** in **Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX**

KATHERINE KERSWELL
Chief Executive and Head of Paid Service
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

Tariq Aniemeka-Bailey
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www.croydon.gov.uk/meetings
Wednesday, 12 October 2022

Members of the public are welcome to attend this meeting

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 Tariq Aniemeka-Bailey 020 8726 6000 x64109 as detailed above

AGENDA – PART A

1. Apologies for absence

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

2. Minutes of the previous meeting (Pages 5 - 14)

To approve the minutes of the meeting held on Thursday 28 July 2022 and Thursday 11 August 2022 as an accurate record.

3. Disclosure of Interest

Members and co-opted Members of the Council are reminded that, in accordance with the Council's Code of Conduct and the statutory provisions of the Localism Act, they are required to consider in advance of each meeting whether they have a disclosable pecuniary interest (DPI), an other registrable interest (ORI) or a non-registrable interest (NRI) in relation to any matter on the agenda. If advice is needed, Members should contact the Monitoring Officer in good time before the meeting.

If any Member or co-opted Member of the Council identifies a DPI or ORI which they have not already registered on the Council's register of interests or which requires updating, they should complete the disclosure form which can be obtained from Democratic Services at any time, copies of which will be available at the meeting for return to the Monitoring Officer.

Members and co-opted Members are required to disclose any DPIs and ORIs at the meeting.

- Where the matter relates to a DPI they may not participate in any discussion or vote on the matter and must not stay in the meeting unless granted a dispensation.
- Where the matter relates to an ORI they may not vote on the matter unless granted a dispensation.
- Where a Member or co-opted Member has an NRI which directly relates to their financial interest or wellbeing, or that of a relative or close associate, they must disclose the interest at the meeting, may not take part in any discussion or vote on the matter and must not stay in the meeting unless granted a dispensation. Where a matter affects the NRI of a Member or co-opted Member, section 9 of Appendix B of the Code of Conduct sets out the test which must be applied by the Member to decide whether disclosure is required.

The Chair will invite Members to make their disclosure orally at the commencement of Agenda item 3, to be recorded in the minutes.

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 15 - 18)

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

5.1 22/02827/FUL - 70 Croham Road, South Croydon, CR2 7BD
(Pages 19 - 28)

Conversion of two self-contained flats into one single dwellinghouse.

Ward: South Croydon
Recommendation: Refuse permission

5.2 22/00419/FUL - 9 The Spinney, Purley CR8 1AB (Pages 29 - 50)

Demolition of existing property and garage and erection of 5 x 3 storey town houses with associated parking & landscaping.

Ward: Purley Oaks And Riddlesdown
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

Meeting of held on Thursday, 28 July 2022 at 6.30 pm in Council Chamber, Town Hall,
Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillors Ian Parker, Sean Fitzsimons, Humayun Kabir, Joseph Lee and Ellily Ponnuthurai and Nikhil Sherine Thampi

Apologies: Councillor Michael Neal, Clive Fraser, Karen Jewitt, Mark Johnson, Llabuti and Holly Ramsey

PART A

A27/22 Minutes of the previous meeting

The minutes of the meeting held on 16 June 2022 were approved as an accurate record of the proceedings.

A28/22 Disclosure of Interest

There were no disclosures of pecuniary interests not already registered.

A29/22 Urgent Business (if any)

There was none.

A30/22 Planning applications for decision

There were two planning applications presented before the Sub-Committee for decision; the first was related to a property at 6 Craignish Avenue and involved the following:

Change of use from small House in Multiple Occupation (HMO) (C4 Use Class) to large 8 person HMO (Sui Generis).

The second was related to a property at 6 Oscar Close and involved the following:

Demolition of existing dwelling and the erection of two pairs of three bed semi's with associated parking, refuse and recycling stores and cycle stores and private amenity space.

Two applications had been withdrawn from the agenda prior to the meeting.

A31/22 20/01776/FUL - 6 Craignish Avenue, London, SW16 4RN

Ward: Norbury and Pollards Hill.

Jan Slominski, Applications Team Leader (Development Management), presented the application to the Sub-Committee highlighting that:

- The area had good public transport links and that the property was 550 metres from Norbury Station;
- The property was already in use as a House of Multiple Occupancy (HMO) and that the application requested to increase the number of occupants from six to eight;
- There were no external changes to the building proposed except a new bin storage facility and cycle storage facility, which were compliant with the Local Development Plan;
- There would be one kitchen with two sets of facilities and communal space for socialising;
- There would be no increased policy requirement for parking spaces as a result of amending the internal space to accommodate two extra bedrooms.

The Sub-Committee heard two representations against the application, which made the following points:

- There was no need in the area for more HMOs;
- Local residents had complained about poor use of communal bins and that there was excessive litter caused by increasing the capacity of properties;
- That there would be a lack of storage in the bedrooms;
- That the space allocated to such a high number of people would decrease their quality of life.

In response officers explained that the space allocated to the two extra bedrooms exceeded the requirements of the Council's HMO standards, and that communal space was also not required but that this application had included it. Officers also explained that the planned bin storage facility would

be large enough for use by ten occupants, which again exceeded requirements.

After consideration of the officer's report, Councillor Parker proposed and Councillor Fitzsimons seconded the officer's recommendation, on the grounds that the proposals exceeded requirements for granting a HMO licence, and the Committee voted 5 in favour and one abstention from Cllr Ponnuthurai, so planning permission was **GRANTED** for development at 6 Craignish Avenue.

RESOLVED:

That the Planning Sub-Committee resolve to GRANT planning permission.

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

Conditions

- 1) Commencement within three years of consent being granted
- 2) Development carried out in accordance with approved drawings and reports. Pre-occupation
- 3) Refuse Management Plan, including elevations and materials of store, waste and recycling management, to be submitted for approval
Compliance
- 4) Provision of secure cycle storage as specified
- 5) HMO restricted to no more than 8 residents
- 6) In accordance with fire statement
- 7) Any other planning condition(s) considered necessary by the Director of Planning and Sustainable Regeneration
- 8) Any other informative(s) considered necessary by the Director of Planning and Sustainable Regeneration.

1 **21/06018/FUL - 6 Oscar Close**

Ward: Purley and Woodcote

Joe Sales, Planning Officer (Planning and Sustainable Regeneration), presented the application highlighting that:

- The proposed development was to replace a five-bedroom property with two pairs of semi-detached dwellings;
- There was a low risk of flooding in the area;

- The proposed development site was located 800 metres from the closest train station;
- The proposed development site was in a cul-de-sac;
- There was a tree preservation area next to the site and the proposed development would protect the tree root protection area, and that biodiversity enhancements would be secured in the conditions of the plan;
- The proposed development provided four extra car parking spaces;
- The proposed development was designed to match the traditional architectural style of the existing properties in the cul-de-sac.

The sub-committee heard one representation for and two representations against the application, which made the following points:

- The residents of Oscar Close had been inconvenienced over a long period of time by a high number of other developments on nearby roads;
- That the current building was very young at only 15 years old, and that the carbon emissions that would result from demolishing and redeveloping the site would not be mitigated against by installing solar panels;
- Whilst the build was ongoing machinery and service vehicles would block the road preventing access for residents, many of whom were young families;
- An elderly resident had been hospitalised due to stress from the ongoing developments in the area;
- There was not a housing need in the area to justify building new properties on the site.

After consideration of the officer's report, Councillor Sherine Thampi proposed and Councillor Kabir seconded the officer's recommendation, on the grounds that the considerations of the objectors could not be taken into account when deciding this application, and the Committee voted unanimously in favour, so planning permission was **GRANTED** for development at 6 Oscar Close.

RESOLVED:

1. That the Planning Committee resolve to GRANT planning permission
2. That the Director of Planning and Sustainable Regeneration is delegated authority to issue a Grant of planning permission subject to the following conditions and informatives:-
 1. Development to be implemented within three years.

2. In accordance with the approved plans. Pre-Commencement Conditions
3. Submission of Construction Logistics Plan to Council for approval prior to commencement of demolition/construction works. Pre-Commencement Conditions (except for demolition and below slab level works)
4. Material and details to be submitted
5. Full details of soft and hard landscaping, including new tree planting and biodiversity enhancements and boundary treatment to be submitted for approval and retained as appropriate thereafter. Pre-Occupation Conditions
6. Electric charging point/s for car parking and cycle storage
7. Details of refuse and cycle storage to be submitted
8. Development to meet energy efficiency/carbon reduction targets as appropriate. Compliance Conditions
9. Parking areas to be retained.
10. Implementation and adherence to actionable measures of Flood Risk Assessment submitted with application.
11. Implementation and adherence to actionable measures of Fire Strategy
12. Development to meet 110 litre per person/day water use target.
13. No windows/openings to be provided to flank elevation other than as shown on approved plans.
14. Flank windows to be obscurely glazed
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport. Informatives
 1. Community Infrastructure Levy
 2. Code of practice for Construction Sites
 3. Highways informative in relation to s278 and s38 works required
 4. Compliance with Building/Fire Regulations
 5. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport Page 26 2.3 That the Committee confirms that adequate provision has been made by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

The meeting ended at 8.06 pm

Signed:

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Date:

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Planning Sub-Committee

Meeting of held on Thursday, 11 August 2022 at 7.00 pm in Council Chamber, Town Hall,
Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Joseph Lee, Councillor Leila Ben-Hassel (Vice-Chair); Councillors
Chris Clark, Mark Johnson, Humayun Kabir, and Luke Shortland

Apologies: Councillor Michael Neal, Ian Parker, Sean Fitzsimons, Clive Fraser,
Karen Jewitt, Endri Llabuti, Ellily Ponnuthurai and Holly Ramsey

PART A

A32/22 Disclosure of Interest

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

A33/22 Urgent Business (if any)

There was none.

A34/22 Planning applications for decision

There was one planning application presented before the Sub-Committee for
decision which involved the following:

Outline application for the consideration of access, appearance, layout and
scale only in relation to the erection of two buildings comprising a total of 4
semi-detached houses, formation of vehicular access and provision of
associated parking, refuse and bicycle storage fronting Ballards Rise.

A35/22 21/05664/OUT - Rear of 35 & 37 Croham Valley Road

Ward: South Croydon

Natalie Rowland, Principal Planning Officer (Planning and Sustainable
Regeneration), presented the application to the Sub-Committee and
highlighted to members that:

- The addendum which had been published shortly before the committee met that day had produced the results of the parking stress survey, which was 42 per cent;
- There was a high risk of surface water flooding in the area but that the application would be subject to a pre-commencement condition regarding Sustainable Drainage Systems (SUDs);
- The development site was built on a sloping road;
- A development opposite the site of this application had been approved for the erection of eight flats across two buildings;
- The application proposed six car parking spaces and cycle storage for all units;
- There were windows planned which would face a pathway which ran between the houses, which would allow light into the buildings but would be obscure glazed so as not to cause any privacy issues;
- There would be a compliance condition in place for visibility displays from the car parks to the road for which the developer would be responsible and to which the Transport Officer had no objections.

The Sub-Committee heard two representations against the application, and one representation on behalf of the applicant, which made the following points:

- 49 residents and the MP had objected to the planning application;
- The proposal was bulky, overbearing, and incompatible with the street scene;
- The buildings would tower over neighbouring properties due to the incline of the hill;
- The lack of sight-lines from the car park would compromise highway safety;
- There was a lack of consideration for the impact that a potential 24 extra residents would cause to the local amenities, especially since eight flats were being built opposite;
- That there was an acute need in the area for family housing and this development proposed to provide ample family housing;
- The development was designed to be traditional and complement the area and new development opposite;
- That there was sufficient separation from neighbouring properties to ensure privacy was retained;
- That there was ample car and cycle parking and that the location was well connected via public transport.

In response officers explained that regarding overlooking the gardens of some of the neighbouring properties was not an issue as the rear of the development site was lower down the hill than the property concerned. The distances from the properties also complied with Greater London Authority (GLA) guidance, and regarding the transport matter, a footpath had been installed on the opposite side of the street as part of the development of the eight flats opposite.

After consideration of the officer's report, Councillor Clark proposed and Councillor Kabir seconded the officer's recommendation with three in favour and 3 against. The Chair used his casting vote to **REFUSE** the application, on the grounds that it was out of character and that it would bring harm to neighbours due to dominance because of the changes in land level. The Committee voted 3 in favour, 3 against, with the Chair using his casting vote against, so planning permission was **REFUSED** for development at the Rear of 35 and 37 Croham Valley Road.

The meeting ended at 8.41 pm

Signed:

Date:

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PLANNING SUB-COMMITTEE AGENDA

PART 5: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 **ROLE OF THE COMMITTEE MEMBERS**

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

4. **THE ROLE OF THE CHAIR**

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

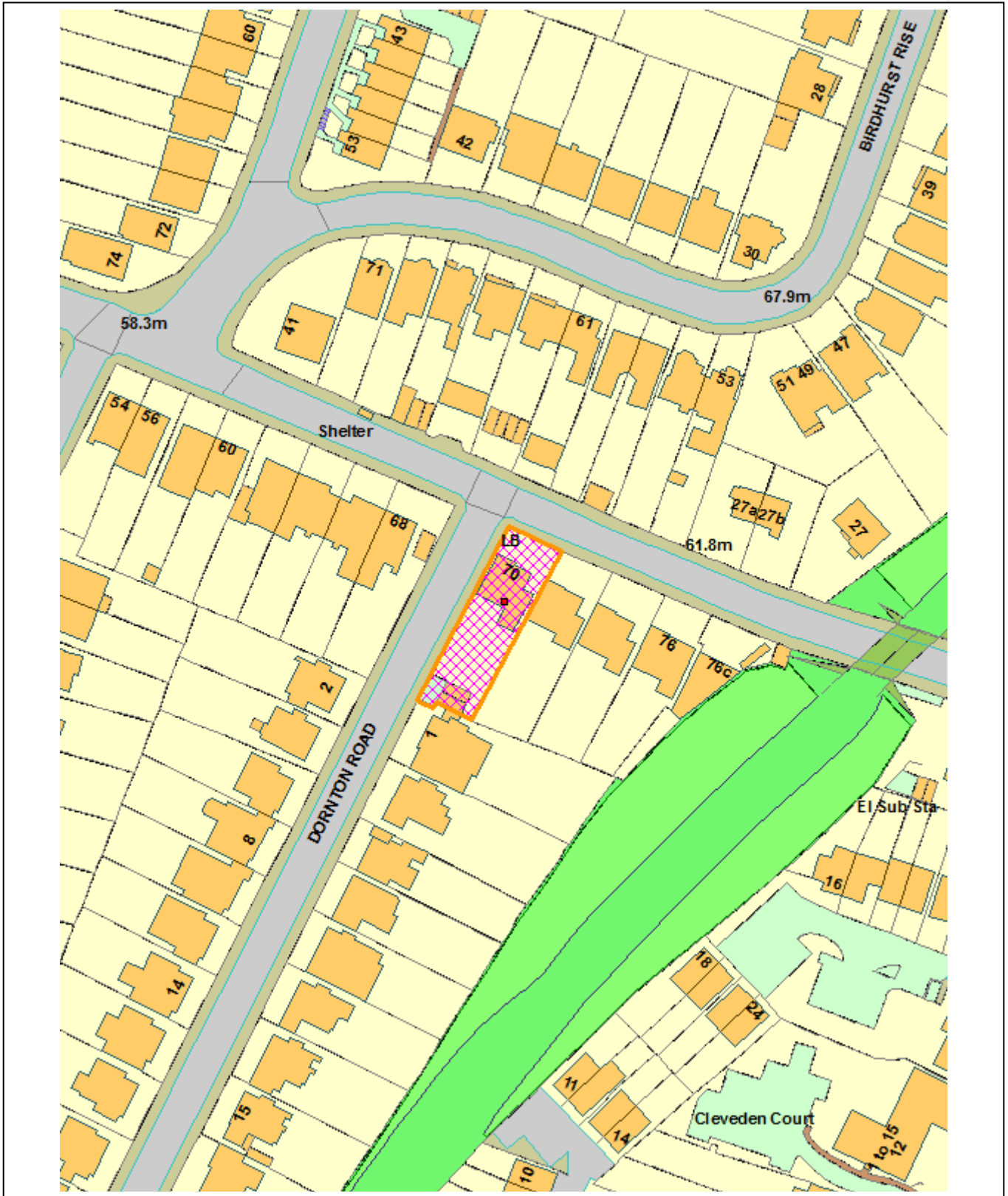
8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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1.0 APPLICATION DETAILS

Ref: 22/02827/FUL
Location: 70 Croham Road, South Croydon, CR2 7BD
Ward: South Croydon
Description: Conversion of two self-contained flats into one single dwellinghouse
Drawing Nos: J004196-DD-01, J004196-DD-02, J004196-DD-03, J004196-DD-04
J004196-DD-05, J004196-DD-06, J004196-DD-07, J004196-DD-08
J004196-DD-09, J004196-DD-10, J004196-DD-11, J004196-DD-12
J004196-DD-13
Agent: Mr Spencer Copping at WS Planning & Architecture
Applicant: Mr and Mrs Lang
Case Officer: Jeni Cowan

1.1 This application is being reported to committee because:

- The ward councillor (Cllr Danielle Denton) made representations in accordance with the Committee Consideration Criteria and requested committee consideration

2.0 RECOMMENDATION

2.1 That the Committee resolve to REFUSE planning permission.

2.2 The Director of Planning and Sustainable Regeneration has delegated authority to issue the planning decision with the following refusal reasons:

Reason for refusal:

- 1) The proposal would result in the loss of a residential home, which is contrary to policy SP2.2 of the Croydon Local Plan 2018 and policy H8A of the London Plan 2021.
- 2) The proposal would result in the loss of a home less than 130sqm, which is contrary to policy DM1.2 of the Croydon Local Plan 2018.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application seeks planning permission for the conversion of two self-contained flats into one single dwellinghouse, along with ancillary development such as the removal of the external stair on the side elevation.

Site and Surroundings

- 3.2 The site consists of a three-storey detached building, situated on Croham Road, at the junction with Dornton Road.
- 3.3 The building is in use as 2no. self-contained flats. There is a three-bedroom flat on the first floor, with an external staircase up the side of the building leading to a four-bedroom flat arranged over first and attic floors.
- 3.4 The PTAL rating is 3 and the site is situated within an area that has a high risk of surface water flooding.

Planning History

- 3.5 There is some planning history, the most of relevance being:

8771-27305
Conversion of house into 2 flats
Granted June 1987

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is not acceptable as there would be the loss of a residential unit;
- The development would cause the loss of a home less than 130sqm;
- The quality of accommodation would be acceptable for future residents;
- The design and appearance of the development is an acceptable quality as the removal of the staircase is acceptable;
- The proposal would not create undue harm to the amenity of nearby residential properties and their occupiers;
- Transport matters are considered to be acceptable.

5.0 LOCAL REPRESENTATION

- 5.1 A total of 28 neighbouring properties were notified about the application and invited to comment. The application has also been publicised in the Croydon Guardian and on site, as the proposal is a departure from planning policy.
- 5.2 The number of representations received from neighbours in response to notification and publicity of the application were as follows:

No of individual responses: 18 Objecting: 0 Supporting: 18

- 5.3 One of the comments included in the number of supports above was from MP Chris Philp; their comments are summarised separately in paragraph 5.6.
- 5.4 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.

Support

- Restoration of single family dwellinghouse will improve area;
 - Restores character to the area;
 - Adds amenity to the local area;
 - Lack of need for flats;
 - Good links to schools therefore desirable location for families;
 - Due to the large drive at the front of the property don't believe there would be disruption to main road;
 - The suburb has deteriorated due to low quality bedsit conversions, which contribute to higher crime and general deterioration of properties.
- 5.5 Councillor Danielle Denton referred the application to planning sub-committee in the event that officers are minded to refuse the application, so supports the application.
- 5.6 MP Chris Philp supports the application, commenting that this would restore the character of this part of Croham Road.

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) (2021). 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.
- 6.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design

- D6 Housing quality and standards
- D12 Fire Safety
- H8 Loss of existing housing and estate redevelopment
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking

Croydon Local Plan (2018):

- SP2 Homes
- DM1 Housing choice for sustainable communities
- SP4 Urban Design and Local Character
- DM10 Design and character
- DM13 Refuse and recycling
- DM23 Development and construction
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- SP6 Environment and Climate Change

Supplementary Planning Documents/Guidance

- London Housing SPG (Mayor of London, 2016)

7.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of Development
2. Design
3. Residential Amenity
4. Standard of Accommodation
5. Transport
6. Fire Safety
7. Flood Risk

Principle of Development

7.2 Policy H8 part A of the London Plan 2021 outlines that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floor space.

7.3 Policy SP2.2 of the Croydon Local Plan 2018 sets out that the Council will seek to deliver a minimum of 32,890 homes between 2016 and 2036 [now superseded by

the London Plan 2021 to accommodate 2,079 homes per annum 2019-29]; part g) of this policy goes on to say that this will be achieved by

'Not permitting developments which would result in a net loss of homes or residential land'.

- 7.4 The application property currently consists of 2no. self-contained residential units, comprising 1x3 bedroom unit at ground floor which has a floor area of 106.25sqm and 1x4 bedroom unit at first and second floor which has a floor area of 176.1sqm. Both of these units currently exceed the respective minimum space standards and are considered to offer a good standard of accommodation. The amalgamation of these units would create 1x7 bedroom unit, with a floor area of 282.35sqm across three storeys.
- 7.5 The proposed amalgamation of two residential units into one would result in the loss of one residential unit, with the existing housing being replaced at a lower density than existing (albeit with the equivalent level of overall floorspace). This would be contrary to policy SP2.2 of the Croydon Local Plan 2018 and policy H8A of the London Plan 2021, outlined above.
- 7.6 Policy DM1.2 of the Croydon Local Plan 2018 states that the redevelopment of residential units will be permitted where it does not result in the net loss of 3-bedroom homes or the loss of homes smaller than 130sqm.
- 7.7 The ground floor unit is a home smaller than 130sqm (as the ground floor unit is below this threshold), that would not be replaced. The proposal is therefore contrary to Croydon Local Plan 2018 policy DM1.2. As the property was previously converted to flats, the 3-bedroom home was not as originally built, so is not relevant.

Design

- 7.8 Policy D3 of the London Plan 2021 explains that proposals should deliver buildings that enhance local context, respond to local distinctiveness, building types, forms and proportions; and be high quality, pay attention to detail and use attractive and robust materials. Policy D4 of the London Plan 2021 is also of relevance.
- 7.9 Policy SP1.1 of the Croydon Local Plan 2018 indicates that the Council will require all new development to contribute to enhancing a sense of place and improving the character of the area. Policies SP4.1 and SP4.2 of also require development to be of a high quality which respects and enhances local character. Policy DM10 of the Croydon Local Plan 2018 explains that all new developments should contribute to enhancing a sense of place and improving the character of the area.
- 7.10 The application proposes the removal of the external staircase on the side elevation of the property. This aspect does not make a positive contribution to the

character and appearance of the property, nor to the wider area, therefore, its removal is acceptable.

Residential Amenity

- 7.11 Policy D3 of the London Plan 2021 states development proposals should provide secure safe and inclusive environments, secure outlook, privacy and amenity. Policy DM10.6 of the Croydon Local Plan 2018 explains that the Council will not support development proposals which would have adverse effects on the amenities of the occupiers of adjoining buildings.
- 7.12 The proposed scheme would not result in any additions of built form to the building with the result that the application scheme would not harm the outlook, daylight or privacy of the neighbouring occupants.

Standard of Accommodation

- 7.13 Policy D6 of the London Plan 2021 outlines housing development should of a high-quality design and provide adequate-sized bedrooms and residential units, as well as sufficient floor to ceiling heights and light.
- 7.14 Policy SP2.8 of the Croydon Local Plan 2018 states that the Council will seek to ensure that new homes in Croydon meet the needs of residents over a lifetime and contribute to sustainable communities with the borough. This will be achieved by complying with the minimum standards set out in the Mayor of London's Housing Supplementary Planning Guidance and National Technical Standards (2015) or equivalent and ensuring that all new homes designed for families meet minimum design and amenity standards set out in the Croydon Local Plan's Detailed Policies and Proposals and other relevant London Plan and National Technical Standards (2015) or equivalent.
- 7.15 The proposed residential unit would consist of 1x7 bedroom unit, with a floor area of 282.35sqm across three storeys. The largest provision set out in the Policy D6 of the London Plan 2021 is a 6 bedroom, 8 person unit, across 3 storeys, which should have a minimum floor area of 138sqm; this proposal would have a floor area of more than double the size of the largest provision in Policy D6, therefore, it is concluded that this would be adequate. The property would be dual aspect, with ample garden space. The proposed scheme would provide an acceptable standard of accommodation.

Transport

- 7.16 Policy T4 and T6 of the London Plan 2021 seek to ensure that the road network is safe for all while ensuring that an appropriate level of parking is provided in new developments Policy SP8 of the Croydon Local Plan 2018 is concerned with traffic generation, sustainable travelling and parking standards. Policy DM29 of the Local

Plan (Promoting sustainable travel and reducing congestion) part (b) requires that development must have a positive impact and must not have a detrimental impact on highway safety for pedestrians, cyclists, public transport users and private vehicles. At paragraph 10.29 the supporting text states “All development has an impact on traffic movement in the borough. In order to reduce impact on traffic movement the Council will require new development to promote measures to increase the use of public transport, cycling and walking”. Policy DM30 promotes sustainable growth and reducing impact of car parking in new development.

- 7.17 The site has a crossover from Croham Road to give access onto the property. The front forecourt has ample space for multiple vehicles to park. The existing access and parking arrangements will remain in situ.
- 7.18 There is access to the rear of the site, via the side of the building for occupants to park bicycles and/or store bins. Details on these aspects have not been submitted, however, officers would not consider it necessary to secure these details prior to determination. However, had the application been minded for approval, a compliance condition would have been included to ensure an adequate provision of refuse and recycling facilities are provided for the dwellinghouse.

Fire Safety

- 7.19 Policy D12 part A of the London Plan 2021 states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.
- 7.20 The applicant has submitted a Fire Safety Statement (June 2022; reference J004196) which provides details in relation to fire safety, specifically in relation to fire appliance positioning, evacuation assembly point, safety features and access. The quantum of information supplied at this stage is considered to be acceptable and complies with policy D12 of the LP.

Flood Risk

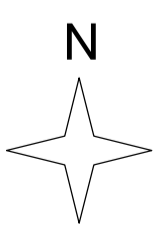
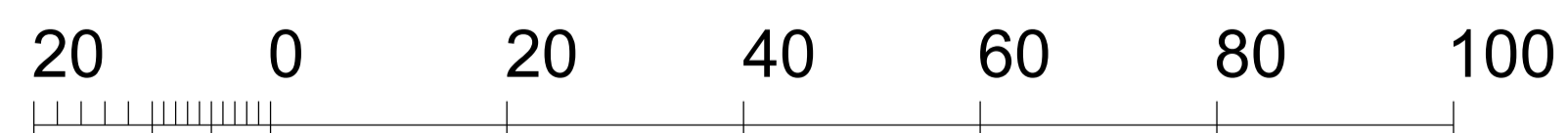
- 7.21 SP6.4 of the Croydon Local Plan 2018 requires planning decisions to ensure that the principles of sustainable drainage are incorporated into the development and to reduce the impact of flooding. Policy DM25 is also of relevance.
- 7.22 The site falls within an area identified at risk of surface water flooding. The application does not include information on this aspect, however, given that there would be no external development which would change the impact of the surface water flooding, i.e., the floor levels and door accesses would be remain as existing, therefore, it would not be necessary for this information to be submitted. The removal of the external stair would not impact on the levels of surface water flooding.

Other planning matters

- 7.23 Representations received set out support for the restoration of single family dwellinghouse which is believed to restore the character of the area; these aspects are not covered by policy considerations. It should be noted however that there are minimal design changes proposed (solely removal of external staircase), therefore, this would not impact on the visual character of the area.
- 7.24 Representations received set out that there is no need for more flats. There is a need for more housing, which is outlined in the Principle of Development section above (paras. 7.2 – 7.7); flats are not excluded from this need.
- 7.25 Representations received support the proposal as there are good links to schools, therefore a desirable location for families. This is not a material planning consideration; however, it is noted that the existing units are considered to be family sized, therefore the property as it is currently would enable this.
- 7.26 Representations received outline that due to the large drive at the front of the property there would not be disruption to the main road. It is considered that the existing flats or the proposed single dwelling would not give rise to disruption of the highway, as arrangements would remain in situ. This is highlighted in the Transport section above (paras. 7.16-7.18).
- 7.27 Representations received set out that the suburb has deteriorated due to low quality bedsit conversions, which contribute to higher crime and general deterioration of properties. The proposal does not include a bedsit conversion; therefore, this is not relevant to this application.

Conclusion

- 7.28 All material considerations have been taken into account, including responses to the public consultation.
- 7.29 Considering the inconsistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is considered to be unacceptable in planning policy terms. The application is recommended for refusal.



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 The onus is on the developer / builder / site owner to ensure the planning proposals are suitable for their purposes.
 Legal boundaries and site extents to be verified.

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Project: The Spinney, Purley, CR8 1AB
 Client: Novo Land & Development
 Drawing Title: Site Location Plan

Drawn By: PAL	Issued By: PAL	Date of First Issue: 17:11:21
Project No: 2021_368	Scale @ A1 / A3 1:1250 @ A3	
Drawing No: PL_001	Revision: 00	

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1.0 APPLICATION DETAILS

Ref: 22/00419/FUL
 Location: 9 The Spinney, Purley CR8 1AB
 Ward: Purley Oaks And Riddlesdown
 Description: Demolition of existing property and garage and erection of 5 x 3 storey town houses with associated parking & landscaping.
 Drawing Nos: 5974; 2021-368-PL001; 100-08; 101-08; 102-08; 103-08; 150-07; 151-07; 200-07; 201-07; 202-07; 203-07; 204-07; 300-07; 301-07; 160-07.
 Agent: Paul Lewis, Altham Lewis Architects
 Applicant: Novo Land & Development Ltd
 Case Officer: Yvette Ralston

	3 bed	4 bed	TOTAL
Existing	1		1
Proposed		5	5

All units are proposed to be market housing

Number of car parking spaces	Number of cycle parking spaces
5	10

1.1 This application is being reported to Planning Committee in accordance with the following committee consideration criteria:

- Objections above the threshold in the Committee Consideration Criteria
- Referral to Planning Committee by Cllr Simon Hoar

2.0 RECOMMENDATION

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

- Sustainable transport contribution of £7,500
- Monitoring fee
- Payment of the Council's reasonable legal costs.

2.2 That the Director of Planning & Sustainable Regeneration has delegated authority to negotiate the legal agreement indicated above.

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

CONDITIONS

1. Commencement time limit of 3 years
2. Development to be carried out in accordance with the approved drawings and reports

Pre-commencement conditions

3. Submission of Construction Logistics Plan
4. Construction Environmental Management Plan for Biodiversity
5. Restrictions on operations involving invasive non-native species

Prior to above ground works

6. Submission of materials / design details
7. Submission of Biodiversity Enhancement Strategy
8. Submission of wildlife sensitive lighting design scheme
9. Submission of final SUDS details

Pre-occupation / compliance conditions

10. Compliance with Arboricultural Assessment and Tree Protection Plan
11. Compliance with Ecological Appraisal recommendations
12. Compliance with Landscaping Plan
13. Refuse and cycle storage to be implemented in accordance with plans
14. Car parking to be implemented in accordance with plans and no boundary treatments above 0.6m in the sightlines
15. Installation of EVCPs in accordance with Building Regulations requirements
16. Delivery 4 x M4(1) accessible units and 1 x M4(2) or M4(3) accessible units.
17. Compliance with energy and water efficiency requirements
18. Compliance with requirements of the Fire Statement
19. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

INFORMATIVES

1. Granted subject to a Section 106 Agreement
2. Community Infrastructure Levy
3. Code of practice for Construction Sites
4. Highways informative in relation to s278 and s38 works required
5. Compliance with Building/Fire Regulations
6. Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The application seeks full planning permission for the following:
 - To demolish the existing 2-storey property
 - To erect a terrace of 5 x 3-storey family homes fronting Selcroft Road, with 5 private gardens adjoining The Spinney
 - 5 car parking spaces on site accessed via Selcroft Road

- Private cycle stores and a communal refuse store



Proposed CGI

- 3.2 During the assessment of the application, minor amendments to the brick/design detailing were made to respond to Officer's comments.. An updated Arboricultural report was also received in response to residents observations, and a Landscaping Plan was submitted in response to comments from the Council's Tree Officer. These amendments were not material in nature and did not require public re-consultation.

Site and Surroundings

- 3.3 The application site lies on the corner of Selcroft Road, Warren Road and The Spinney. Warren Road to the north of the site slopes upwards from west to east, whilst Selcroft Road and The Spinney slope upwards from north to south. The property on the site is 2-storeys, clad in white render and brick with a tiled pitched roof. It is currently accessed via The Spinney. The plot is spacious and is surrounded by trees on all sides, which are all subject to Tree Protection Orders (TPOs) and there are 3 street trees outside the site on Warren Road.
- 3.4 The surrounding area comprises a mix of detached dwellings, flatted blocks and short rows of terraced houses. The site has a Public Transport Accessibility

Level (PTAL) of 1b and the nearest train station is Purley which is an 800m walk.



Aerial view of site

Planning History

- 3.5 21/02997/FUL: Demolition of dwelling on the site and erection of a 3 storey block plus roof accommodation comprising 7 flats plus 2 houses (9 units total) with associated car parking, amenity space and landscaping. – application withdrawn 14.02.2022
- 3.6 12/03568/P: Conversion to form 3 studio and 1 two bedroom flats (amended description) – refused 18.02.2013
- 3.7 10/02950/P: Erection of two storey front and single storey side and rear extensions – granted 01.11.2010

Pre-application history

- 3.8 21/05854/PRE: Demolition of detached dwelling and replacement with 5 terraced town houses.

- 3.9 20/06377/PRE; 20/03201/PRE & 20/01327/PRE: Demolition of existing two storey detached dwelling and erection of a three storey building (with roof accommodation) comprising 7 self-contained flats (1x3 bed, 1x 2 bed and 5x2 bed) with communal lift and erection of a pair of two storey semi-detached dwellings (2x 4 bed); hard and soft landscaping; vehicular parking including new crossover along Selcroft Road; amenity/communal/place space; removal of trees; boundary treatment and refuse and cycle storage.

Tree applications

- 3.10 90/01993/T: Fell norway maple (tpo no 57) – granted 12.09.1990
- 3.11 85/00934/T: Crown thin by 25% 2 norway maples and horse chestnut; crown lift norway maple and fell silver birch (tpo no 57) – granted 21.05.1985

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential use (net increase of 4 units) is acceptable given the site's residential location.
- The proposal is for 5 x family sized homes, contributing towards the Council's need for such homes.
- The design and appearance of the development is acceptable.
- The proposed development has been sited to avoid impacts on the most valuable trees, with replacement planting proposed to mitigate losses.
- The living conditions of adjoining occupiers would not be harmed.
- The proposed level of on-site parking (1:1) and impact upon the local transport network is considered acceptable given the low parking stress in the vicinity and walking distance to Purley station.
- The proposed flooding and sustainable drainage measures and impacts on ecology are acceptable subject to conditions.

5.0 CONSULTATIONS

5.1 Discussion with internal consultees within the Planning Service including Spatial Planning (Design), Highways and Trees has taken place and is referred to within the report as appropriate.

5.2 Comments from external consultees have been received as follows:

Ecology

5.4 No ecological objections subject to securing biodiversity mitigation and enhancement measures. More detail is provided in paragraphs 8.49-8.52 of this report.

6.0 LOCAL REPRESENTATION

6.1 The application was publicised by 7 letters of notification to neighbouring properties. The number of representations received in response to the consultation are as follows.

6.2 No of individual responses: 22; Objecting: 17; Supporting: 4; Neutral: 1

6.3 The following objections were raised in representations. Those that are material to the determination of the application, are addressed in substance in the Material Planning Considerations section of this report.

Objection	Officer comment
<p><u>Impact on trees</u></p> <ul style="list-style-type: none"> • Loss of too many trees along the Warren Road boundary • Trees 9, 12, 13, 14, 21 should be categorised at category B trees. • Loss of hedge along The Spinney unnecessary • 8 replacement trees is insufficient and would not replace the canopy volume. There should be 10 replacement semi-mature trees as a minimum • Landscape plan should be provided. • Inconsistencies in the tree report and scaling errors. • T8, T13 and T14 could be retained. 	<p>Addressed in paragraphs 8.25-8.30 of this report</p> <p>The Council's Tree Officer is familiar with the site and has raised no objection to the categorisation.</p> <p>The hedge along The Spinney is to be retained.</p> <p>The Council's Tree Officer suggested that 5 heavy duty trees should be planted to mitigate the loss, with more if there is space to do so. The proposal for 8 replants is acceptable.</p> <p>Landscape Plan has been provided and was uploaded to the web on 12/09/22.</p> <p>The tree report has been updated to reflect neighbour's comments. The amendments were:</p> <ul style="list-style-type: none"> • T10 Sycamore was originally classified as a category B tree on the tree schedule but category C within the main body of the report and tree plans. This tree has been confirmed as a category C specimen within the tree schedule in order to accord with the main submitted report and plans. • The Arboricultural impact plan and tree protection plan had shown a number of trees in slightly incorrect positions, the correct positions were however shown on the submitted tree constraints plan. The tree positions in these reports have now been clarified and accord with the tree

	constraints plan. Please note, this does not change the outcome with regards to the proposed tree retention and removal plans.
<u>Highways impacts</u> <ul style="list-style-type: none"> • Parking survey was undertaken during lockdown. • Overdevelopment of Selcroft Road. Cumulative impacts on the road should be considered • Inadequate car parking • Safety of pedestrians and cyclists the junction would be put at risk 	Addressed in paragraphs 8.37-8.48 of this report
<u>Design and character</u> <ul style="list-style-type: none"> • Design is out of keeping with verdant character of area • Proposed bricks are out of keeping • CGIs do not show the unattractive side elevation along Warren Road or the closeboard fencing • Fence panels would be unattractive • Scale, mass bulk form and design harmful to character • Edges too close to boundaries • Overdevelopment of the area / site (this is the 10th scheme for redevelopment in the vicinity) 	Addressed in paragraphs 8.7-8.16 of this report.
<u>Ecology</u> <ul style="list-style-type: none"> • Impacts on habitats on the site • No net gain for biodiversity on the site, rather a loss 	Addressed in paragraphs 8.490-8.52 of this report.
<u>Other</u> <ul style="list-style-type: none"> • Impacts on Purley's health, education and leisure infrastructure • Overlooking to number 49 Selcroft Road • No solar panels • This application runs parallel to a flat application on the site 	<ul style="list-style-type: none"> • A CIL contribution would be provided towards local infrastructure. • This property is a significant distance from the application site and would not be impacted. • Solar panels are not a requirement. • The previous application on the site ref: 21/02997/FUL for 7 flats and 2 houses has been withdrawn.

6.4 The Purley and Woodcote Residents Association objects to the proposal on the following grounds:

- Loss of family home
- Overdevelopment resulting in inadequate amenity space
- Design out of keeping due to massing, form, layout and appearance
- Detrimental amenity impacts on neighbouring properties
- Inadequate car parking

6.5 Cllr Simon Hoar objects to the proposal and refers the application to the Planning Committee on the following grounds:

- Overdevelopment of the site
- Lack of sufficient parking
- Out of keeping with the area

6.6 Cllr Helen Redfern objects to the proposal and refers the application to the Planning Committee on the following grounds:

- Subdivision into 5 separate plots is over-intensification
- The plans show a spacious plot with parkland. The reality is that the 5 homes will have to be small and squeezed onto the site
- Modern red brick homes would be conspicuous within the neighbourhood, particularly with reduced tree screening
- Trees and shrubs would be removed
- CAVAT figures for tree losses not considered
- Terrace is too close to the property to the south
- Insufficient space for refuse and recycling

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF) (2021). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay.

7.3 The main planning Policies relevant in the assessment of this application are:

London Plan (2021):

- 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
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- S4 Play and informal recreation
- 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
- S12 Flood risk management
- S13 Sustainable drainage
- T4 Assessing and mitigating transport impacts
- T5 cycling
- T6 car parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction

Croydon Local Plan (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
- DM25 Sustainable drainage systems and reducing floor risk
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and communications
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development

Supplementary Planning Documents/Guidance

- London Housing SPG (Mayor of London, 2016)
- Accessible London: Achieving an Inclusive Environment SPG (Mayor of London, 2014)
- Play and Informal Recreation SPG (Mayor of London, 2012)
- Character and Context SPG (Mayor of London, 2014)
- Sustainable Design and Construction SPG (Mayor of London, 2014)

8.0 MATERIAL PLANNING CONSIDERATIONS

8.1 The main planning issues relevant in the assessment of this application are as follows:

- Principle of development
- Housing tenure and mix
- Design and impact on the character of the area
- Quality of accommodation
- Trees and landscaping
- Impact on neighbouring residential amenity
- Access, parking and highways impacts
- Ecology
- Flood risk
- Energy and water efficiency

Principle of Development

8.2 The existing use of the site is residential and as such the principle of redeveloping the site for residential purposes is acceptable.

8.3 The London Plan (2021) sets a minimum ten-year target for the borough of 20,790 new homes over the period 2019-2029. Policy SP2.1 of the Croydon Local Plan (2018) applies a presumption in favour of development of new homes. London Plan policy D3 encourages incremental densification to achieve a change in densities in the most appropriate way and policy H3 seeks to significantly increase the contribution of small sites to meeting London's housing needs. Policy H2 states that boroughs should pro-actively support well-designed new homes on small sites below 0.25 hectares in size (the application site is 0.11ha).

8.4 London Plan policy H1 states that boroughs should optimise housing delivery on sites of PTAL 3-6 or within 800m of a train station or town centre boundary. The site has a PTAL of 1b and is an 800m walk from Purley train station. The site is therefore suitable for some intensification (when assessed against policy H1), and the proposal for 5 units (net increase of 4) is considered to be an appropriate level of intensification on a spacious, corner plot retaining significant landscaping and gardens.

Housing tenure and size mix

Tenure

8.5 The proposed scheme for 5 units would not trigger affordable housing contributions in line with policy SP2 and London Plan policy H4 or H5.

Unit size mix

8.6 Local Plan policy DM1.2 seeks to prevent the net loss of small family sized homes. Local Plan policy SP2.7 sets a strategic target for 30% of all new homes

over the plan period to have 3 or more bedrooms to ensure that the borough's need for family sized units is met, and DM1.2 seeks to avoid a net loss of 3-bed family-sized homes. The proposal is for 5 x 4-bed homes which are designed as townhouses. 3 of the homes would be 'Type A' 4b6p and 2 would be 'Type B' 4b7p homes. This is acceptable and complies with the requirements of policy SP2.7.

Design and impact on the character of the area

- 8.7 The existing building on the site is a 2-storey detached property in white render and brick with a pitched, tiled roof. It is orientated towards and accessed from The Spinney. There is no in principle objection to its demolition
- 8.8 Policies SP4.1 and DM10.1 of the Local Plan state that the Council will require development of a high quality, which respects and enhances Croydon's varied local character and contributes positively to public realm, landscape and townscape. Proposals should respect the development pattern, layout and siting; the scale, height, massing, and density; and the appearance, existing materials and built and natural features of the surrounding area. London Plan policy D3 states that a design-led approach should be pursued and that proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness.
- 8.9 The proposal is for a row of 5 townhouses with a staggered front building line accessed via a new crossover on Selcroft Road. The houses would be 3 storeys in height with accommodation within the third floor/roof level. The ridge height of the proposed house closest to the immediate neighbour at 8 The Spinney would be approximately 1.4m higher than number 8. The heights of the 5 houses would step down gradually towards Warren Road following the slope of the land. The proposed height is considered to sit comfortably within its surroundings. The stepped front building line helps to break up the mass.
- 8.10 The houses would be positioned with a gap of 1.25m to 2.4m from the southern boundary (adjacent to the double garage at number 8 The Spinney), with the side elevation being in the same position as the side elevation of the existing property on the site. There would be a gap of around 9m to the northern boundary (with Warren Road), and larger gaps to the front (Selcroft Road) and rear (The Spinney) of the site. The front building line of the proposed houses would align with the rear building line of number 8 The Spinney. The proposed building footprints have been informed by the position of tree roots across the site; this is discussed in more detail later.
- 8.11 The orientation of the site would be flipped, so the houses would be accessed from Selcroft Road rather than the Spinney. This is considered to be sensible as the Spinney is a small, narrow private road and the proposed gentle intensification of the site would lead to a small increase in car movements, so access via Selcroft Road would result in a reduction of vehicular movements on The Spinney. The existing access point on the Spinney would be removed and the dropped kerb would be reinstated. Space for parking 5 cars is proposed on the southwest corner of the site. There is an existing garage on the site in this location (which would be removed). The car parking area would remain raised

(as per the existing situation) to avoid excavation into tree roots that are present against the existing retaining steps. The option of orientating the houses towards Warren Road was considered but ruled out because the presence of tree roots on this side of the site would make access difficult and the retention of existing trees was prioritised.

- 8.12 The site slopes downwards towards the corner, i.e. from south to north down Selcroft Road and from east to west down Warren Road. The existing sloping topography would largely be retained across the site, with an element of excavation required to regularise the slope and enable the houses to sit appropriately on the land. A 1.2m wide pedestrian entrance is proposed from Warren Road, leading to the separate entrances of each house. This entrance would also be used by refuse operatives for collecting bins from the shared refuse collection point on the north side of the site. The refuse collection area is appropriately screened from Warren Road by planting. The remainder of the area on the front of the site (Selcroft Road) would comprise shared landscaping and existing mature trees would be retained.
- 8.13 Each house would have rear gardens adjoining the Spinney. Existing trees on this boundary would be retained, and a closeboard fence would be erected along with additional hedging. The site boundaries along Warren Road and Selcroft Road would comprise trees and hedging (not fencing) to enhance the verdant streetscene.
- 8.14 Overall, the proposed building footprint does not dominate the site, successfully retains sufficient soft landscaping and tree coverage across the site, with hardstanding kept to a minimum. The proposal is considered to be of an appropriate height and mass and to work successfully with the sloping topography.
- 8.15 In terms of appearance and materiality, the proposed design approach is simple and contemporary. The design does not replicate the architecture in the area, but the surrounding architecture is varied and includes terrace typologies in close proximity on Hill View Close and The Holt. The simplicity of the design is supported, with successful details included such as window reveals and a split colour around the window frames to accentuate shadow lines and reveal depths. The proportions of the window and design of the doors have drawn upon the surrounding context.
- 8.16 The proposed materials are red/brown brick with darker brick on the ground floor and lighter brick above. This responds to the style of dwellings in the vicinity which feature a mixed material palette comprising white render, brown bricks and other styles of cladding. There are examples of gable style roofs in the vicinity. The proposed materials are detailed in the Design and Access Statement and final detailed materials information would be secured by condition. Overall, the proposal is considered to be a of a high quality design that respects and enhances the character of the area and contributes positively to the streetscene.

Quality of Accommodation

Internal private space

- 8.17 The National Design Guide states that well designed homes should be functional, accessible and sustainable. London Plan policy D6 states that housing developments should be of a high quality and provide adequately sized rooms with comfortable and functional layouts. It sets out minimum Gross Internal Area (GIA) standards for new residential developments and requires that 75% of the GIA of each dwelling has a floor to ceiling height of over 2.5m.
- 8.18 All proposed units are dual aspect with their main outlook towards the front and back. The dwelling at the end of the terrace would also have a third aspect looking towards Warren Road. The bedrooms at roof level would have outlook towards the front or back and would also be served by rooflights.
- 8.19 There is variation between the proposed layout of house types A and B. Type A has a large open plan living room and kitchen at ground floor and a small study, with a second living room at first floor level with 4 bedrooms and 3 bathrooms. Type B has a separate living room and kitchen at ground floor level with 4 bedrooms and a study at upper floors and 3 bathrooms. Both have good sized entrance hallways with covered porches, and storage space is shown internally. The proposed layouts would offer a good quality of accommodation for future occupiers.

Accessibility

- 8.20 London Plan policy D7 requires 10% of new-build housing to be M4(3) 'wheelchair user dwellings' and the remainder M4(2) 'accessible and adaptable'. In order for dwellings to comply with M4(2) or M4(3) requirements, it is necessary for all units to achieve step free access to the front door and the facilities of the site (including the bin store). Pedestrian access to all dwellings would be provided via the pedestrian path from Warren Road which has a gradient of 1:12 which is an appropriately gentle gradient to be considered 'step-free'. This path also provides step-free access to the bin store, and there is step free access through each dwelling to the rear garden and individual bike stores.
- 8.21 The unit at the top of the terrace (closest to 8 The Spinney) would achieve M4(3) complaint standards. A space for wheelchair storage is shown within the ground floor of this unit. The 1:12 gradient to the communal bin store is too steep for wheelchair access (but acceptable for step-free access) so a separate external bin store is provided for this unit between the car park manoeuvring area and the house. Level access to the front door of this property can be gained via the vehicle entrance on Selcroft Road.
- 8.22 The internal layout of each unit also show how lifts could be accommodation within each unit should the individual occupiers choose to install them.
- 8.23 An appropriately worded condition would be attached to any permission requiring the end of terrace unit to achieve M4(3) standards and the remainder would achieve M4(2) standards, in compliance with London Plan policy D7.

External space

8.24 Policy DM10.4 of the Local Plan and policy D6 of the London require provision of high-quality private amenity space at a minimum of 5sqm per 1–2-person unit and an extra 1sqm per extra occupant thereafter. All units would have private gardens at the rear, ranging in size from 54sqm to 143sqm. Gardens would adjoin The Spinney to the rear and would be separated from each other by closeboard fences. Gardens would comprise a patio space and grass with cycle storage at the rear. At the front of the site on Selcroft Road, a shared area of landscaping would be provided, trees would be retained, and refuse storage would be provided.

Fire safety

8.25 A Fire Statement has been provided in line with London Plan policy D12. This outlines that a fire tender could be parked on the front, side or rear of the site to gain access. There is space around the buildings for residents to seek refuge in case of fire. Internally, features such as fire alarms and smoke alarms would be appropriately provided within the buildings and construction techniques to minimise fire spread would be incorporated. Details provided are proportionate to the scale of the proposed development.

Trees and landscaping

8.26 Local Plan policy DM28 and London Plan policy T7 seek to retain existing trees and vegetation. All trees on The Spinney are protected by a Tree Protection Order (TPO 57). The site has trees on the boundaries along Selcroft Road, Warren Road and The Spinney, and there are also 3 street trees outside the site on Warren Road. The proposed development has been sited to ensure the best quality trees are not impacted by the proposal.

8.27 The Arboricultural Impact Assessment assesses a total of 27 trees on and adjacent to the site. There are a total of 10 trees proposed for removal, of which 3 are category U trees (T8, T11, T4) which should be removed for arboricultural reasons and 7 are category C trees which require removal to facilitate development. The trees proposed for removal are located primarily on the northern edge of the site along Warren Road (T8, T9, T10, T11, T12, T13, T14), 1 adjacent to The Spinney (T18), 1 adjacent to Selcroft Road (T27) and 1 on the south side of the site (T4). It is proposed that these removals would be mitigated by replanting of 9 replacement trees located predominantly along Warren Road and The Spinney.

8.28 The existing prominent group of trees on the north west corner of the site and along Selcroft Road would be retained. Works are proposed to some of these trees to remove ivy and reduce their overhang over the roads. These trees would continue to offer screening to the site. In addition, existing hedging along The Spinney is proposed for retention, with new native planting in the shared landscaped area fronting Selcroft Road. The existing green character of the site would be retained by the proposed development. These details are shown in the planting plan submitted and have been approved by the Council's Tree Officer.

The landscaping proposal complies with the requirements of Local Plan policy DM10.8 which requires proposals to incorporate hard and soft landscaping.

- 8.29 An exploratory root dig was carried out in the RPZ of T6 (mature category B Norway Maple tree) in proximity to the car parking area it is concluded that the retaining wall can be replaced and a porous cellular confinement system can be installed below the proposed parking spaces without damaging these roots.
- 8.30 In terms of impacts on retained trees, some trees (T1, T2, T6, T7, T21, T22, T26) would experience root incursions as a result of development proposal. These root incursions would be small, between 2% and 8%. An Arboricultural Method Statement and Tree Protection Plan has been submitted outlining where protective fencing, ground protection and construction exclusion zones would be located, as well as the methodology for protecting retained trees and their roots. Details have been reviewed by the Council's Tree Officer and no objection has been raised. An appropriate condition would be attached to ensure compliance.
- 8.31 The proposal is considered to comply with Local Plan policy DM10.8 and DM28 and London Plan policies T5 and T7.

Impacts on neighbouring residential amenity

- 8.32 Policy DM10.6 of the Local Plan states that the Council will ensure proposals protect the amenity of occupiers of adjoining buildings and will not result in direct overlooking into their habitable rooms or private outdoor space and not result in significant loss of existing sunlight or daylight levels. The only adjoining property is 8 The Spinney adjoining to the south.

8 The Spinney

- 8.33 Number 8 The Spinney adjoins the site to the south. It has an attached single storey garage on its north side and its main area of outside amenity space is to its south side. It has no side facing windows facing the application site and there are no side facing windows proposed on the end of terrace house facing number 8. No overlooking or privacy concerns towards the property or amenity space are raised.
- 8.34 The separation distance between the new end of terrace property on the application site and the side elevation of number 8 would be 7.5m. The side elevation is in the same position as the existing property on the site, although shifted approximately 1.8m back from Selcroft Road and with greater depth. There would be no breach of the BRE 45-degree line drawn in plan from the front window of number 8, so the footprint would not impact upon daylight and sunlight to number 8.

1 The Spinney

- 8.35 Number 1 The Spinney is located on the opposite side of the Spinney to the application site. The separation distance between the rear elevation of the proposed dwellings to the front elevation of number 1 would be approximately 25m. Currently the application site is accessed via the Spinney, but this access

would be closed off with a fence and hedging and no cars would be entering the application site via The Spinney, so no amenity impacts on the property opposite are raised.

- 8.36 It would be possible to gain long distance views from the upper floor rear windows of the new dwellings towards the general vicinity of 1 The Spinney but these would be towards the front of the dwelling which is visible from the highway anyway. There are existing trees in the southwest corner of the site which offer screening and would be retained.

Other properties

- 8.37 The other closest properties to the site are on the opposite side of Selcroft Road or Warren Road, which are public highways. Also the site would remain screened by trees. No amenity impacts on any neighbouring properties are raised so the proposal complies with Local Plan policy DM10.6.

Access, Parking and Highway Safety

Access arrangements

- 8.38 The site has a Public Transport Accessibility Level (PTAL) of 1b which indicates very poor access to public transport. The site is however an 800m walk from Purley Train Station which is within the TFL recommended 960m walking distance.
- 8.39 The site is currently accessed via The Spinney, which is a small private road. The proposal is to introduce a 4m wide vehicle crossover on Selcroft Road and to close off the entrance on The Spinney. This proposal is acceptable and would be beneficial to residents on The Spinney. The crossover arrangements are acceptable and would be agreed through a S278 Agreement between the applicant and the Council.
- 8.40 Pedestrian visibility splays for the whole width of the vehicle access are shown on the plan within the site boundaries, and a condition would be attached to ensure there are no obstructions above 0.6m within the sightlines. The appropriate vehicle visibility splays of 2.4m x 25m are shown and vehicular tracking diagrams have been provided using the required 4.8m car demonstrating that there is sufficient space for vehicles to move into and out of each parking space.
- 8.41 A 1.2m to 2m wide pedestrian access point is proposed from Warren Road providing access to the front door of each house. The gradient of this access point is discussed above.
- 8.42 A contribution of £7,500 would be secured via S106 agreement to contribute towards sustainable transport initiatives in the local area in line with Local Plan policies SP8.12 and SP8.13.

Car parking

- 8.43 London Plan policy T6.1 states that in areas of PTAL 1b in outer London the maximum car parking provision should be 1.5 spaces per dwelling. This would equate to a maximum of 7.5 spaces. 5 spaces are proposed for the 5 dwellings which is policy compliant and is acceptable.
- 8.44 The applicant has undertaken 2 parking stress surveys to establish whether there is capacity on local roads for overspill parking. The first survey was undertaken on 30th June 2020 (05:00) and 2nd July 2020 (16:30) during lockdown. Parking stress was found to be 28% which is low, meaning that there would be space on the road if necessary for 2-3 overspill cars from the site. A follow-up parking stress survey was undertaken on 24 June 2022 (02:30) and 28 June 2022 (15:45) post-lockdown. Parking stress was found to be 34% on average across the 2 surveys (116 spaces in total, 39 cars parked). There are no car parking restrictions as the area is not within a CPZ. These surveys demonstrate that there is some capacity for some overspill parking onto the local streets if necessary.
- 8.45 A cumulative car parking assessment has also been undertaken assessing the cumulative impact of committed developments in the vicinity. This assessment outlines that parking demand from 6 nearby developments could generate a maximum of 11 overspill cars onto the streets in the vicinity of the site, and it is concluded that there would be capacity for this given the low parking stress in the area.
- 8.46 2 EV spaces are proposed. A condition would be attached to ensure the remaining 3 spaces have passive EV provision in accordance with Local Plan policy DM30 and London Plan policy T6.1.

Cycle parking

- 8.47 Policy DM30 and London Plan policy T5 would require provision of a total of 10 cycle parking spaces (2 per house). Each house would have an individual cycle store in the rear garden with space for 2 bikes. This is acceptable.

Waste / Recycling Facilities and servicing

- 8.48 Policy DM13 requires the design of refuse and recycling facilities to be treated as an integral element of the overall design. The proposal is for the main bin store to be located on the northwest corner of the site, accessed via the pedestrian path from Warren Road. The bin store would have space for 4 x 1280L bins which is sufficient. The bin store would be clad in brick to match the main dwellings, with black painted timber gates. A space for leaving bulky waste is also proposed adjacent to the bin store. The drag distance for operatives from the refuse store to the highway would be acceptable (less than 20m) and the width of the path at 2m is acceptable. The walk distance for residents (less than 30m) would also be acceptable. The submitted details comply with guidance in the Croydon Waste and Recycling in Planning Policy Document (2015).
- 8.49 As discussed above, an additional individual bin store would be provided outside the end of terrace house to enable this property to be M4(3) compliant. Bins could be collected via Selcroft Road. A condition would be attached requiring submission of final bin store details.

Ecology

- 8.50 Local Plan policy DM27 and London Plan policy G6 seeks to protect and enhance biodiversity in the borough. The site is not particularly sensitive in terms of ecology. A Preliminary Ecological Appraisal (PEA) and Preliminary Roost Assessment Survey has been submitted along with Bat Transect Activity Surveys and Bat Emergence and Re-entrance Surveys. All documents have been reviewed by the council's ecology advisor and no objection has been raised subject to securing biodiversity mitigation and enhancement measures
- 8.51 The PEA assesses the likely impacts of development on Designated sites, Protected and Priority species / habitats. It is concluded that the proposed development would have no impact on nearby designated sites (Foxley Wood LNR) as there is no connectivity to the site, and no impact on priority habitats, and is not of a sufficient scale to have an impact on notable invertebrates. No impact on dormice is identified. Non-native invasive species would be disposed of on-site using appropriate methodologies. Various precautionary recommendations are made: works should be undertaken outside of bird nesting season; a precautionary approach to reptiles is recommended; A Reasonable Avoidance Measures (RAMs) approach for Great Crested Newts and other amphibians is recommended; and no impacts on any badger setts or hedgehogs is identified but a precautionary approach is recommended.
- 8.52 The PEA recommended one bat emergence/re-entry survey is undertaken to confirm presence/likely-absence of a bat roost in the building. The survey was undertaken on 28/05/2021 and no roost was identified. It is concluded that there is a likely absence of bat roosting within the building and no bat licence is required. Bat transect activity surveys were undertaken on 15/09/21 and 01/10/21 and a likely absence of bat roosts within the trees on site has been concluded. No bats were seen emerging from the trees during the surveys, and no trees exhibited evidence of bat use through habitable features such as splits/cracks in branches, trunk hollows, knot holes or sheltered areas. A European Protected Species Mitigation Licence (EPSML) would not be required
- 8.53 The Council has no ecological objection to the proposal subject to conditions to require all works to be undertaken in accordance with the ecological appraisal recommendations, submission of a Construction Environmental Management Plan prior to commencement, restrictions on operations involving non-native species and submission of a biodiversity enhancement strategy and a wildlife sensitive lighting design scheme.

Flood Risk

- 8.54 London Plan policy SI13 requires developments to achieve greenfield runoff rates and to manage surface water as close to source as possible by following the drainage hierarchy. Local Plan policies SP6 and DM25 require all developments to incorporate SUDS to reduce surface water runoff and provide water treatment on site. The site is within flood zone 1 and at low risk of surface water flooding.

8.55 The proposed surface water disposal strategy involves soakaways for water arising from the roofs of the dwellings, permeable paving for all area of hardstanding, and a water butt for each dwelling. This is acceptable and full details would be required by condition.

Energy and water Efficiency

8.56 In order to ensure that the proposed development is constructed to high standards of sustainable design in accordance with Local Plan policy SP6, a condition would be attached requiring the proposed development to both achieve the national technical standard for energy efficiency in new homes (2015) which requires a minimum of 19% CO2 reduction beyond the Building Regulations Part L (2013), and meet a minimum water efficiency standard of 110 litres/person/day as set out in Building Regulations Part G.

Conclusion

8.57 The provision of 5 new homes in this location is acceptable in principle. The proposed site layout and design of the scheme is considered to be appropriate to the site given the immediately surrounding character and context. The quality of accommodation and the quantum of on-site car parking is acceptable. Impacts on neighbouring amenity, trees, landscaping, ecology and flood risk have all found to be acceptable.

8.58 All material considerations have been taken into account, including responses to the public consultation. Considering the consistency of the scheme with the Development Plan and weighing this against all other material planning considerations, the proposal is acceptable in planning policy terms subject to the s.106 obligations and conditions outlined above.

Other matters

8.59 The development would be liable for a charge under the Community Infrastructure Levy (CIL).

8.60 All other planning considerations including equalities have been considered.

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