

Planning Committee Agenda



To: Councillor Paul Scott (Chair)
Councillor Humayun Kabir (Vice-Chair)
Councillors Jamie Audsley, Sherwan Chowdhury, Luke Clancy,
Bernadette Khan, Jason Perry, Joy Prince, Sue Winborn and Chris Wright

Reserve Members: Jeet Bains, Simon Brew, Richard Chatterjee,
Pat Clouder, Patsy Cummings, Steve Hollands, Shafi Khan, Maggie Mansell
and Manju Shahul-Hameed

A meeting of the **Planning Committee** which you are hereby summoned to attend,
will be held on **Thursday, 11 January 2018** at **6.30 pm** in **Council Chamber, Town
Hall, Katharine Street, Croydon CR0 1NX**

JACQUELINE HARRIS-BAKER
Director of Law and Monitoring Officer
London Borough of Croydon
Bernard Weatherill House
8 Mint Walk, Croydon CR0 1EA

James Haywood
020 8726 6000 x63319
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www.croydon.gov.uk/meetings
Tuesday, 2 January 2018

Members of the public are welcome to attend this meeting.

If you require any assistance, please contact the person detailed above, on the
righthand side.

To register a request to speak, please either e-mail

Planning.Speakers@croydon.gov.uk or call James Haywood by 4pm on the Tuesday
before the meeting.

THIS MEETING WILL BE WEBCAST LIVE - Click on link to view:

<https://croydon.public-i.tv/core/portal/home>

N.B This meeting will be paperless. The agenda can be accessed online at www.croydon.gov.uk/meetings

AGENDA – PART A

1. Apologies for absence

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

2. Minutes of Previous Meeting (Pages 7 - 22)

To approve the minutes of the meetings held on Thursday 7 December 2017 and Monday 18 December 2017 as an accurate record.

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

5. Development presentations (Pages 23 - 24)

To receive the following presentations on a proposed development:

5.1 5.1 17/06247/PRE Queens Hotel, 122 Church Road, Upper Norwood, SE19 2UG (Pages 25 - 34)

Presentation of a pre-application scheme for the demolition of existing buildings to the centre and rear of the site and the construction of a new spine building, including glazed link to a retained mews building and the erection of a further extension to the south western facing elevation of

the existing locally listed building, to create a 495 hotel rooms with 207 car parking spaces (including 13 van spaces), the recladding of the 1970's extension with ground floor canopy, the provision of landscaping including 3 spaces for the parking of coaches within the forecourt area.

Ward: South Norwood

6. Planning applications for decision (Pages 35 - 38)

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

6.1 17/03953/FUL Thanet House, Coombe Road (Pages 39 - 52)

Alterations, alterations to roof, erection of dormer extensions in rear roof slopes and installation of roof-lights to front roof slopes and use of fourth floor (roof-space) as 7x1 bedroom flats, provision of associated refuse and cycle storage (amended description)

Ward: Fairfield

Recommendation: Grant permission

6.2 17/04330/FUL 360 Brighton Road, South Croydon, CR2 6AL (Pages 53 - 66)

Demolition of existing light industrial buildings; erection of 2 three storey building comprising 2 two bedroom and 2 one bedroom flats; 4 two storey two bedroom houses and 1 single storey two bedroom house; provision of associated parking.

Ward: Croham

Recommendation: Refuse permission

6.3 17/04610/FUL Alice Lodge, 40 Brighton Road, Purley, CR8 2LG (Pages 67 - 74)

Proposed change of use from C2 residential care home to a house in multiple occupation for 18 occupants (sui generis).

Ward: Coulsdon West

Recommendation: Grant permission

6.4 17/05264/FUL 32-34 Fairview Road, Norbury, SW16 5PT (Pages 75 - 88)

Demolition of existing garage and storage units on site, and the construction of a part two/part three/part four storey mixed use development consisting of 9 flats (1 x one bedroom, 7 x two bedroom and 1 x three bedroom) and x 1 commercial unit (B1(b),B1(c) and B2) with ancillary works to facilitate the proposal.

Ward: Norbury

Recommendation: Grant permission

6.5 17/05464/FUL 43 Downsway South Croydon CR2 0JB
(Pages 89 - 100)

Demolition of existing dwelling and the erection of two storey building with accommodation in roof space and basement, containing 2 x one bedroom, 2 x two bedroom and 3 x three bedroom flats with associated access, 5 parking spaces, cycle storage and refuse store.

Ward: Sanderstead

Recommendation: Grant permission

7. Items referred by Planning Sub-Committee

To consider any item(s) referred by a previous meeting of the Planning Sub-Committee to this Committee for consideration and determination:

There are none.

8. Other planning matters (Pages 101 - 102)

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

There are none.

9. 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 Committee

Meeting of held on Thursday, 7 December 2017 at 6.30 pm in Council Chamber, Town Hall,
Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Paul Scott (Chair);
Councillor Humayun Kabir (Vice-Chair);
Councillors Jamie Audsley, Sherwan Chowdhury, Luke Clancy,
Bernadette Khan, Jason Perry, Sue Winborn, Richard Chatterjee and
Maggie Mansell

Also Present: Councillors Michael Neal, Andy Stranack and Lynne Hale

Apologies: Councillor Joy Prince

PART A

A206/17 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on 30 November 2017 be signed as a correct record.

A207/17 **Disclosure of Interest**

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

A208/17 **Urgent Business (if any)**

There was none.

A209/17 **Development presentations**

There were none.

A210/17 **Planning applications for decision**

A211/17 **6.1 16/02577/P Normanton Park Hotel, 34-36 Normanton Road, South Croydon CR2 7AR**

Demolition of existing hotel; erection of a two/three storey building with accommodation in roofspace comprising 10 one bedroom, 16 two bedroom and 3 three bedroom flats (29 flats); provision of 25 car parking spaces at rear with access off Whitmead Close and associated refuse storage and cycle storage
Ward: Croham

Members raised questions about the amount of community space, a designated children's play area, parking overprovision and disabled bays.

Officers explained that there was a substantial area of community space within the grounds but no designated children's play area. At the present time, there is no policy requirement but there could be a condition identifying an area for children's play space.

Mr Paul Waddell spoke in objection, representing Witney Close residents, and raised the following concerns:

- Dozens of Witney Close residents feel this development will have an unacceptable impact on local residents
- The size of the development will dominate the skyline – it is an overdevelopment
- Residents would support a more sympathetic development
- Flats with higher balconies will overlook Witney Close
- TPOs - provide huge amenity value and screen residents in Witney Close - removal would impact
- Witney Close is a small estate with 36 properties and it is heavily parked
- Access on Normanton Road rather than Witney Close would be preferable
- It is a pity it is for residential not educational development, as there is a lack of school places in the area

Mr Donal Farrelly (Senior Planner, Stiles Harold Williams Partnership LLP) spoke as the agent, on behalf of the applicant and highlighted the following points:

- The demolition of the hotel will be replaced by residential
- Affordable housing viability was carried out and agreed – it is supported and meets planning policy
- The car park will incorporate boundary treatment
- There is adequate parking in the local area
- Ecological survey was done and appropriate mitigation taken to safeguard protected species

Councillor Michael Neal, ward Member for Croham, spoke in objection, on behalf of local residents and made the following points:

- It is an overdevelopment
- It will have a detrimental impact on residents in Witney Close and Normanton Road
- Parking in the area is at a premium
- The rear car park will impact on neighbouring properties
- There is concern about TPO trees
- The loss of trees (18) and hedgerows is detrimental to the area
- There needs to be a condition to ensure tree planting will replace the loss of trees

He asked the Committee to refuse on the grounds of noise, disturbance and overlooking.

The Director of Planning & Strategic Transport highlighted that the development as policy compliant, included 13 family units and the design was well considered. Any concerns about validation of certificates for the planning application should be taken up with the planning department but were not for this Committee to consider.

Members raised the following issues:

- It is clearly a development site
- The impact of parking and access at the rear will have a detrimental impact with the loss of trees
- Access to public transport is not good in this area and the site is at the top of a fairly steep hill
- This is a bigger site than most of the other sites developed in the area and a residential development will help towards meeting housing need
- All grade A and B trees will be retained.
- There is a significant buffer between existing residents in Witney Close and the new proposal.
- The primary school has not come forward to say they want to use part of the land.

After consideration of the officer's report, Councillor Jason Perry proposed and Councillor Richard Chatterjee seconded **REFUSAL**, on the grounds of overdevelopment by dint of size and massing, the impact on adjoining occupiers in Witney Close and the loss of opportunity for school provision in the future, and the Committee voted 4 in favour, 6 against, so this motion thereby fell.

The Committee then voted on a second motion for **APPROVAL**, proposed by Councillor Paul Scott and seconded by Councillor Bernadette Khan, 6 in favour, 4 against, so planning permission was **GRANTED** for development at Normanton Park Hotel, 34-36 Normanton Road, South Croydon CR2 7AR.

A212/17 **6.3 17/03889/FUL 59 Upper Shirley Road, Croydon CR0 5HE**

Demolition of existing dwelling: erection of three storey building comprising 7 two bedroom flats and 2 three bedroom detached houses at rear formation of vehicular access and provision of associated parking, bicycle and refuse storage facilities

Ward: Waddon

Members questioned the character of the area, the height of the building and the lack of community space.

Officers explained that there are several large family houses in the immediate vicinity but the wider area has had recent permissions for flatted developments, so there is a mixture of character. The properties fronting the street have entrances onto the street, but most of the flats are accessed from the side. Amenity space is provided by recessed balconies. Although there is no private space, there is space at the front, which could be conditioned to be private for unit 1.

There was some discussion around the PTAL (public transport access links). Currently, as the PTAL increases, the London Plan seeks higher density. However, the new London Plan is challenging the whole issue of the density matrix - whether it is helpful or should be looked at in a different way.

Mr Clive Higgins, a local resident, spoke in objection and raised the following concerns:

- His rear garden is the other side of the rear boundary of the development and will cause loss of privacy and adverse intrusion
- Balconies are overlooking without screening
- The car park is close to the garden, which will cause noise, disturbance and light intrusion into bedrooms at night
- 4 large oak trees plus others will be removed and there is no requirement for more trees

Mr Yussuf Mwanza (MZA Planning) spoke as the agent, on behalf of the applicant and highlighted the following points:

- It is a high quality, sustainable scheme
- It complies with housing standards

Councillor Andy Stranack, ward Member for Heathfield, spoke in objection, on behalf of local residents and made the following points:

- There is a significant amount of concern amongst local residents
- Residents recognise the need for additional housing and are not opposing the development but highlighting areas of greatest concern
- The rear garden of no.39 will face lounges and kitchens looking onto bedrooms - a higher level of screening around first floor balconies is needed
- During the construction period there are concerns about disruption and danger to pupils at Coloma School. The bus stop is directly opposite the entrance to the site and there is very little parking restriction along the road, so the site will be dangerous

He recommended the Committee to defer the application in order to visit the site.

The Director of Planning & Strategic Transport summarised as follows:

- It is an efficient use of land, providing family homes.
- It will safeguard the green belt.
- It is in keeping as there is varied character in the area.
- Under the new London Plan, it is proposed to get rid of the density matrix.
- Any overlooking is considered appropriate in an urban setting.
- Regarding highways impact, the bus stop is on the opposite side of the road and highway officers are satisfied that impact on the highway is negligible.

Members raised the following issues:

- Overlooking – although reasonable distances separate the development from the property at the rear (20 metres), there is scope for semi-obscured glass in the balustrade to the rear.
- A landscaping condition would ensure sufficient screening by the car parking – maybe a fence
- A management plan should ensure there is no conflict during construction
- Parking within the site is welcome

After consideration of the officer's report, Councillor Humayun Kabir proposed and Councillor Paul Scott seconded the officer's recommendation and the Committee voted 6 in favour, 4 against, so planning permission was **GRANTED** for development at 59 Upper Shirley Road, Croydon CR0 5HE.

A second motion for **DEFERRAL**, for a site visit to look at highways issues, parking and density, proposed by Councillor Richard Chatterjee and seconded by Councillor Luke Clancy, thereby fell.

A213/17 6.4 17/04484/FUL 232 Pampisford Road, South Croydon CR2 6DB

Demolition of existing building and erection of two storey building with part basement and accommodation in roof space comprising of 6 x 2 bedroom and 1 x 3 bedroom flats. Formation of 7 car parking spaces, cycle and refuse stores
Ward: Heathfield

Members asked about amenity space, boundary treatment and parking layout at the front.

Officers responded that there are balconies and space outside. There are conditions for boundary treatment and landscaping but no condition to restrict access from Haling Grove.

The parking layout is covered under Condition 2 and could be altered.

Mr Reg Heller, a resident of Gulliver Court, spoke in objection and raised the following concerns:

- Parking area - part of Pampisford Road narrows there and, during school time, people park right the way down the side road.
- Concern - additional parking spaces will cause more problems
- Bus past Regina Coelis School - people park on the road causing traffic congestion
- It is the worst place to put a block of flats due to the narrowness of the road
- There are too many developments in Pampisford Road
- Amenity space – is it enough?

Mr Richard Ibbett (architect) spoke on behalf of the applicant and made the following points:

- It is a high quality, sustainable scheme

- The design has sought to harmonise with neighbouring properties
- There are gardens at the front and general amenity space at the rear
- The proposal has been reduced in scale and access improved
- There have been a lot of objections, all from Gulliver Court, but most of the parking problems are around school opening and closing hours
- No objections were received from flats either side of the site

The Director of Planning & Strategic Transport commented that this proposal will provide 9 additional units - all family-sized. The scale and massing matches neighbouring properties. There is good spacing either side and one-to-one parking provision. Highways officers are satisfied with parking and access.

Members commented as follows:

- It is a well designed scheme, fitting in with the character of the area
- It is probably not appropriate to have access at the rear
- There are concerns about the amenity space
- There is an issue about parking around school times

After consideration of the officer's report, Councillor Paul Scott proposed and Councillor Jamie Audsley seconded the officer's recommendation and the Committee voted 6 in favour, with 4 abstentions, so planning permission was **GRANTED** for development at 232 Pampisford Road, South Croydon CR2 6DB.

A214/17 **6.2 17/03542/FUL 98 Hyde Road, South Croydon CR2 9NQ**

Demolition of existing building, erection of two storey building with basement and accommodation in roof space comprising of 2 x one bedroom and 6 x two bedroom flats. Formation of vehicular access and 8 parking spaces, cycle and refuse storage

Ward: Sanderstead

Planning officers pointed out that 2 extra objections had been received, making a total of 22 objections

Members asked questions about the projection of the building and the refuse area.

Officers explained that the projection was at basement and ground level and hardly made any difference, particularly given the screening. The refuse area has close proximity to the vehicle access.

Mr Yussuf Mwanza (MZA Planning) spoke as the agent, on behalf of the applicant and highlighted the following points:

- The principle of development has already been established
- 6 minor adjustments have been made to the previously approved scheme
- The site will be well screened
- There is an additional parking space and a cycle store

- There are no highways objections

Councillor Lynne Hale, ward Member for Sanderstead, spoke in objection, on behalf of local residents and made the following points:

- The loss of a 2-bed flat is disappointing as there is a need for family accommodation
- This proposal will occupy more of the site
- It is in a high flood risk area
- 45% will be concreted over
- The drawings do not match the descriptions
- The PTAL is given as 5 but is actually 2
- The facts should be checked

Members who did not support approval of the previous scheme still considered it an overdevelopment.

After consideration of the officer's report, Councillor Paul Scott proposed and Councillor Bernadette Khan seconded the officer's recommendation and the Committee voted 6 in favour, 3 against, with 1 abstention, so planning permission was **GRANTED** for development at 98 Hyde Road, South Croydon CR2 9NQ.

A215/17 Items referred by Planning Sub-Committee

There were none.

A216/17 Other planning matters

There were none.

Committee Clerk retiring

The Chair and Councillor Perry thanked Margot Rohan for her work on the Planning Committee as this was her last Planning Committee, after nearly 15 years at Croydon Council.

The meeting ended at 8.36 pm

Signed:

Date:

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Planning Committee

Meeting held on Monday, 18 December 2017 at 6.30 pm in Council Chamber, Town Hall, Katharine Street, Croydon CR0 1NX

MINUTES

Present: Councillor Humayun Kabir (Vice-Chair);

Councillors Jamie Audsley, Simon Brew, Patsy Cummings, Sherwan Chowdhury, Bernadette Khan, Jason Perry, Joy Prince, Sue Winborn and Chris Wright

Also Present: Councillors Dudley Mead and Steve O'Connell

Apologies: Councillors Paul Scott and Luke Clancy

PART A

A217/17 **Minutes of Previous Meeting**

There were no minutes to consider under this item.

A218/17 **Disclosure of Interest**

Councillor Brew disclosed that he lived within 400 yards of the road in which the application at 6.4 was situated.

A219/17 **Urgent Business (if any)**

There was none.

A220/17 **Development presentations**

A221/17 **17/02637/PRE Land To The East Of Grosvenor Road, South Norwood, London**

Colm Lacey (Brick by Brick Croydon Ltd), Simon Toplis (HTA Design LLP) and Adam Conchie (Carter Jonas) were in attendance to deliver the presentation and respond to Members' questions and issues raised for

further consideration prior to submission of a planning application. Richard Freeman (Croydon Council) also updated Members on recent developments since the report had been published.

The main issues raised during the discussion were as follows:

- The importance of the ongoing public consultation exercises and the need to respond to issues raised by residents.
- The proposed Community Hub – which was identified as an important part of the development and should be accessible for local use.
- The impact of the scheme to the amenity of existing towers
- The conservation area and therefore the design and architecture of the development respecting this.
- The public realm aspect, particularly in relation to communal areas such as outdoor play spaces.
- Provision of car parking and the impact on green spaces.
- The affordable housing offer

A222/17 Planning applications for decision

The Chair moved the order for this item to ensure that applications with registered speakers were heard first.

A223/17 17/03916/FUL 54 Arkwright Road South Croydon CR2 0LL

Following the officers' presentation, Committee Members asked questions related to the flood risk to the site and the nature of the consultation for the application. Officers responded that there were conditions in place to ensure necessary steps were taken to mitigate the flood risk. The Committee were assured that a public consultation had taken place and that the statutory requirements had been fulfilled.

Mara Sturt-Penrose, speaking against the application, made the following points:

- The concerns raised by residents in the consultation had been dismissed.
- The application did not demonstrate how local properties would be protected by the impact of the new property.
- Granting of the application would open the floodgates for other such apartment developments in the area and some developers had begun approaching owners of nearby properties to build more flats in the area.

The applicant, Jorge Nash, speaking in favour of the applicant, made the following points:

- Thanked officers for good engagement with the applicant regarding the proposals.
- The external design retained the appearance of a single house and kept the property within the character of the area.
- Balconies and private amenities were provided for each unit and there was provision provided for parking spaces.
- The proposal included landscaping to the front and rear of the property in keeping with the street scheme.
- Windows in the scheme had been designed ensuring privacy was retained.

The Director of Planning and Strategic Transport stated that the national framework required a presumption in favour of sustainable development. Officers were satisfied that the proposal was respectful of existing sight lines and the site was situated a good distance away from other properties.

Councillor Winborn moved to refuse the application, on the basis that the development was out of character with the area and would impact on neighbouring properties. Councillor Perry seconded the motion.

Councillor Khan moved to approve the application. Councillor Audsley seconded the motion.

The first motion was put to the vote and fell with 4 voting in favour and 5 against.

The second motion was put to the vote and was carried with 5 voting in favour and 4 against.

The Committee resolved to **GRANT** the application for development at 54 Arkwright Road CR2 0LL.

A224/17 17/05104/FUL 45 Old Lodge Lane, Purley CR8 4DL

Following the officers' presentation, Committee Members asked questions on the provision of parking at the site and officers confirmed that four parking spaces would be provided.

Liz Marsden, speaking in objection, raised the following points:

- There was a shortage of family homes.
- The development would have a negative effect on the area.

Pradnya Vaidya, speaking in objection, raised the following points:

- There would be a loss of privacy to local residents.
- Noise nuisance would increase due to the location of the bins
- There was already significant pressure on parking in the area

Roy Sawh, speaking in objection, raised the following points:

- The application was not in keeping with the character of the area.
- The parking provision created was insufficient.
- The development would make the neighbourhood less desirable to live in.

Councillor O'Connell, speaking in objection as Ward Member, raised the following points:

- The development was out of character as there were no flats in the locality.
- Traffic was a problem in the area and there were three schools in the vicinity.
- The access to public transport rating was low.
- The development was too large for the area.

The Director of Planning and Strategic Transport responded with the following points:

- There were additional family units within the development.
- The proposed extensions had been kept within the character of the area – it retained the look of a detached dwelling.
- The development was an adequate distance from neighbours and the plot boundary.
- The parking provision provided for exit onto the highway in forward gear.
- There was a bus stop in close proximity to the area.

Councillor Wright moved a motion of refusal, on the basis that it was an over-development of the site and out of character with the local area.

Councillor Brew seconded the motion for refusal.

Councillor Khan moved a motion of approval and Councillor Audsley seconded the motion.

The motion for refusal was put to the vote and fell with four Members voting in favour and five Members voting against.

The motion for approval was put to the vote and was carried with five Members voting in favour and four Members voting against.

The Committee resolved to **GRANT** the application for development at 45 Old Lodge Lane, Purley CR8 4DL.

Following the officers' presentation, Committee Members asked questions on trees and road safety. Officers present responded that a condition could be added which would include details of the provision of trees as part of the development. The Highways team had been consulted on the development, and officers were satisfied that the development provided for safe access to the road.

At 20.32pm Councillor Chowdhury arrived, and was advised by the Chair that he could not vote on this item as the consideration of the application had already commenced.

The Applicant, Ian Coomber, speaking in favour of the application, made the following points:

- There had been numerous amendments made to the development as part of the pre-application process.
- The development was marketed at local residents looking to downsize, and thus would free up family properties in the area.
- The development was close to Purley and Sanderstead stations and a local bus route.
- Tree protection measures were in place.

Councillor Perry moved a motion that deferred decision of the application until further design work had been undertaken to make the development more within keeping of the surrounding area.

Councillor Wright seconded the motion for deferral.

Councillor Audsley moved a motion for approval of the application. Councillor Khan seconded the motion.

The motion for deferral was put to the vote and fell with four Members voting in favour and five voting against.

The motion for approval was put to the vote and was carried with five Members voting in favour and four voting against.

The Committee resolved to **GRANT** the application for development at 2 West Hill South Croydon CR2 0SA.

A226/17 17/03814/FUL Earl Of Eldon, 63 Brighton Road, South Croydon CR2 6ED

Following the officers' presentation, Members asked questions related to car parking and outside amenities. Officers present responded that there was informal parking provision that could accommodate between four to six cars. The access to public transport rating was very high for the site. Each ground floor property had outside amenity space, the upper floor units each had

balcony provision and the unit at the top of the property included a roof terrace.

Councillor Perry moved a motion for refusal on the basis of over-development of the site and lack of parking provision.

Councillor Chowdhury moved a motion for approval, and Councillor Khan seconded the motion.

Councillor Wright seconded the motion for refusal.

The motion for approval was put to the vote with five Members voting in favour and five Members voting against. The Chair used his casting vote in favour of the motion, and therefore the motion was carried, causing the second motion to fall.

The Committee resolved to **GRANT** the application for development at Earl Of Eldon, 63 Brighton Road, South Croydon CR2 6ED.

A227/17 17/04917/FUL Land R/O 21 Beech Way, South Croydon CR2 8QR

Following the officers' presentation, Members asked questions related to an archaeological site in the area and waste collection plans. Officers present responded that the area was not an archaeological priority zone and therefore no survey was required at the site. The site had sufficient space for access to refuse vehicles.

During the debate an issue was raised regarding the ecological impact of the proposals. Officers present responded that the lawn was not a species-rich habitat and that most of the hedgerows and trees within the plot would be retained.

An issue regarding the archaeological status of the site was also raised during the debate. Officers present stated that the Historic England mapping software had been consulted and the site did not fall under a priority zone.

Councillor Wright moved a motion for approval with a condition that desktop research be undertaken on the archaeological status of the site.
Councillor Chowdhury seconded the motion.

The motion was put to the vote and was carried with nine Members voting in favour and one against.

The Committee resolved to **GRANT** the application for development at 21 Beech Way, South Croydon CR2 8QR, subject to the following condition:

- That desktop research be undertaken on the archaeological status of the site.

A228/17 Items referred by Planning Sub-Committee

There were none.

A229/17 Other planning matters

There were none.

The meeting ended at 9.25 pm

Signed:

Date:

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

- 1.1 This part of the agenda is for the committee to receive presentations on proposed developments, including when they are at the pre-application stage.
- 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 The following information and advice applies to all those reports.

2 ADVICE TO MEMBERS

- 2.1 These proposed developments are being reported to committee to enable members of the committee to view them at an early stage and to comment upon them. They do not constitute applications for planning permission at this stage and any comments made are provisional and subject to full consideration of any subsequent application and the comments received as a result of consultation, publicity and notification.
- 2.2 Members will need to pay careful attention to the probity rules around predisposition, predetermination and bias (set out in the Planning Code of Good Practice Part 5.G of the Council's Constitution). Failure to do so may mean that the Councillor will need to withdraw from the meeting for any subsequent application when it is considered.

3 FURTHER INFORMATION

- 3.1 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.

4 PUBLIC SPEAKING

- 4.1 The Council's constitution only provides for public speaking rights for those applications being reported to Committee in the "Planning Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

5 BACKGROUND DOCUMENTS

- 5.1 For further information about the background papers used in the drafting of the reports in part 8 contact Mr P Mills (020 8760 5419).

6 RECOMMENDATION

- 6.1 The Committee is not required to make any decisions with respect to the reports on this part of the agenda. The attached reports are presented as background information.

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PART 5: Development Presentations

Item 5.1

1. DETAILS OF THE DEVELOPMENT

Ref: 17/06247/PRE
Location: Queens Hotel, 122 Church Road, Upper Norwood, London SE19 2UG
Ward: South Norwood
Description: Presentation of a pre-application scheme for the demolition of existing buildings to the centre and rear of the site and the construction of a new spine building, including glazed link to a retained mews building and the erection of a further extension to the south western facing elevation of the existing locally listed building, to create a 495 hotel rooms with 207 car parking spaces (including 13 van spaces), the recladding of the 1970's extension with ground floor canopy, the provision of landscaping including 3 spaces for the parking of coaches within the forecourt area.
Drawing Nos: N/A
Applicant: Queens Crystal Palace Euro Hotel (Jersey) Limited
Agent: Richard Quelch, Bulfinger GVA
Case Officer: Pete Smith

2. PROCEDURAL NOTE

2.1 This report is in an experimental format to provide a more focussed approach to pre-application engagement with Planning Committee – especially as this pre application engagement follows on from a previous decision to refuse planning permission and which the Planning Committee will already be familiar. It should be noted that this report represents a snapshot in time, with negotiations and dialogue on-going. Therefore considerations and detail may have moved on by the time the case is presented to Members. The report covers the following points:

- a. Background and Scheme Amendments
- b. Site Briefing
- c. Summary of Matters for Consideration
- d. Officers' Preliminary Conclusions
- e. Specific Feedback Requested

3. BACKGROUND AND SCHEME AMENDMENTS

Background

3.1 As members will recall, at its meeting of the 19th October 2017, the Planning Committee resolved to refuse planning permission for the following development:

Demolition of existing buildings to the centre and rear of the site and existing extensions to the roof, and the construction of a new spine building including

glazed link to part retained mews building, an extension from the southwestern facing elevation of the existing locally listed building, a single storey extension to the restaurant, subterranean accommodation, parking, a swimming pool and servicing space, to create a total of 530 hotel rooms and 170 vehicle parking spaces, the re-cladding of the 1970's extension with ground floor canopy, provision of enhanced landscaping across the site including 3 coach parking spaces to the front, formation of a vehicle access and the adaption of existing entrance to the hotel.

3.2 After much discussion and debate, the two reasons for refusal were confirmed and incorporated into the eventual decision notice. The reasons covered under-provision of on-site parking facilities and the harm caused by the proposed development on the character and appearance of the Church Road Conservation Area and are detailed below:

1. The proposed development would represent an over-development of the site, with proposed extensions failing to preserve or enhance the character and appearance of the Church Road Conservation area, contrary to Policy SP4.13 of the Croydon Local Plan Strategic Policies (April 2013), saved Policy UC3 of the Croydon replacement Unitary Development Plan (July 2006) and Policy 7.8 of the Consolidated London Plan 2016.
2. The intensification of the hotel use associated with the proposed development in an area characterised by relatively low levels of public transport accessibility, would be accompanied by inadequate on-site parking facilities, placing additional pressures on on-street parking capacity in the immediate vicinity, detrimental to highway safety and the locality, contrary to SP8.17 of the Croydon Local Plan Strategic Policies (April 2013), Saved Policy T2 of the Croydon Replacement Unitary Development Plan (July 2008) and Policies 6.12 and 6.13 of the Consolidated London Plan 2016.

3.3 As the application was referable to the London Mayor (under the Town and Country Planning (Mayor of London) Order 2008), the case was further considered by the London Mayor on the 13th November 2017 (at Stage 2) post the Planning Committee resolution. Whilst the London Mayor determined that he was content to allow Croydon Council to determine the application itself (following on from the Planning Committee resolution) the officers' report highlighted the following issues/concerns that remain relevant as part of this pre-application process and any future planning application submission:

- The London Mayor noted that Historic England welcomed the retention of the mews building. He also noted that whilst Historic England considered the demolition of the west wing to be undesirable, they recognised that the amended scheme represented a significant improvement
- Further information required to deal with potential over-heating of the building along with the design of the energy centre and the extent of renewable energy usage.
- The need to capture planning obligations associated with legible signage, financial contributions towards setting up a controlled parking zone for the area (if required) coach parking arrangements and the provision of a taxi rank

- On site car parking should be reduced.

3.4 Following on from this process, the decision notice was issued on the 29th November 2017. The applicants and their advisors have been engaging with your officers to discuss possible amendments to the scheme with a view to overcoming the reasons for refusal. It is understood that the applicant preference is to resolve outstanding issues by agreement and secure a planning permission from the Council – rather than resorting to appealing to the Secretary of State.

Proposed Amendments

Reductions in Hotel Bedrooms

- 3.5 The previous scheme proposed 530 hotel bedrooms (following completion of the works). The number of bedrooms has been proposed to be reduced by 35 rooms (to 495 hotel bedrooms) through the removal of the previously proposed upper floors of the two western elements of the proposed replacement spine building.
- 3.6 The applicant has also increased the number of family rooms (from 32 to 64) which results in roughly 25% of rooms suitably sized for visiting families. This has been partly facilitated through the provision of further accommodation at basement level – to allow for family duplex rooms, each having internal stair access within the duplex space.

Increases in the Level of On-Site Car Parking

- 3.6 The applicant has reviewed the level of accommodation and plant to be provided within the basement areas, which has provided additional space within the basement for a further 37 car parking spaces, resulting in an overall provision of 207 car parking spaces (including 13 spaces for the parking of vans). This would equate to 0.418 car parking spaces per hotel bedroom. The refused scheme proposed 170 car parking spaces (including 18 spaces for vans) with a car parking ratio of 0.32 car parking spaces per hotel bedroom. The current hotel provides a 0.19 car parking ratio.
- 3.7 At the previous Planning Committee, there was much discussion around whether hotel customers should be required to pay to park within the hotel car park (as part of their paid-for stay). The hotelier has confirmed that it is his intention for customers to pay to park on site, with the availability of on-site car-parking advertised on the hotel web-site (alongside the lack of availability of on street car parking in the immediate vicinity).
- 3.8 The applicant is also exploring the options available for over-night coach parking (with further clarity around agreements for over-night coach parking in neighbouring areas/boroughs) including exploring the possibility of accommodating a fourth coach car parking space on site (within the hotel forecourt area). The current submitted plans still indicate space for the parking of 3 coaches within the forecourt area.

Design Changes

- 3.9 The reduction in the height (to the western spine elements) has also been accompanied by amendments to the façade and elevational treatment to the south elevation, with the introduction of recessed panelled elements and vertical linked sections; designed to introduce greater rhythm and verticality to the elevations (in the form of 2/3 window-width bays separated by recessed elements). There has been a move to suitably terminate the north/south Fitzroy Gardens axis (near to the retained mews building) with a stronger built form, with a bay width that is suitably proportioned to the width of the street. Finally, the architect has also been working further on materials and the use of brick and metal cladding (including a warmer colour palette) to break up the elevations further and to provide added interest; especially the details of the proposed southern extension to the original hotel range.

Windows facing 2 Fitzroy Gardens

- 3.10 The previous proposal elected to angle windows (in the vicinity of 2 Fitzroy Gardens) to direct views away from that property and towards the shared amenity garden situated to rear of Fitzroy Gardens. The applicant has been keen to explore the need for these angled windows, preferring instead to have slightly recessed windows in the same elevational plane as the building façade but with (possibly) the use of some obscure glazing to protect privacy. The architect considered that the previously proposed angled windows were somewhat contrived with (arguably) no reason to mitigate any potential loss of privacy caused by the proposed development.

4. SITE BRIEFING

Site and Surroundings

- 4.1 The site falls within the Church Road Conservation Area and Queen's Hotel is a locally listed building (dating to about 1854). The only part of the original building which remains relates to the central element, which fronts onto Church Road. Church Road is designated as a London Distributor Road and to the north of the site is the commercial area of Upper Norwood District Centre.
- 4.2 In the 1950s the southern wing of the Queens Hotel was demolished to create access to the Fitzroy Gardens housing estate to the west of Church Road. The hotel acquired 120 Church Road and demolished the historic building to construct a large new northern wing in the 1970s.
- 4.3 The Queens Hotel occupies a prominent position on the street due to its large scale and massing set on a variety of planes. It is faced with stucco and decorative treatments including a projecting cornice supported by brackets, quoins and open balustrading. Unfortunately, the building includes a poorly designed extension from the 1970's.
- 4.4 The existing site is an operational hotel with 334 rooms, 38 car parking spaces at the front of the hotel and space for 25 cars to park at the rear of the hotel, bringing total onsite provision to 63 spaces (ratio of 0.19 spaces per room). There are also 2 informal spaces for coaches to drop off/pick up. No dedicated facilities

currently exist for cyclists parking at the site and there is currently very limited controls over car and coach park management.

- 4.5 The hotel overlooks a garden area to the west which provides communal amenity space for the houses in Fitzroy Gardens. To the south of the site, the character of the area is mostly residential, with a mixed character of hotel, office and residential accommodation to the north. The land level drops significantly to the rear (west) of the site; ground level (level 0) is taken at the front of the site, the top of the ground floor level at the rear of the site is therefore roughly equivalent to the highest part of 18 Fitzroy Gardens.
- 4.6 112-116 Church Road (immediately to the north-east) and 181-203 Church Road are locally listed buildings. Also 124-128 Church Road (to the south-west) are statutorily listed.

5. SUMMARY OF MATTERS FOR CONSIDERATION

- 5.1 This issues for consideration (compared to more standardised pre application submissions) should be focussed on the extent to which the amendments proposed resolve the reasons for refusal highlighted by the Planning Committee back in October 2017; those being:

- The extent to which the reductions in height, mass and bulk of the proposed east/west spine element reduce the harm caused to the character and appearance of the conservation area and whether a lesser impact allows the decision taker to balance the scheme more favourably (in view of the regenerative benefits of the proposed development and other related benefits).
- The extent to which the elevational changes (specifically the south facing elevation to the east/west spine extension and the east facing façade of the southern extension to the original hotel range) provides added enhancement and interest to the architectural rhythm of the proposed extensions
- Whether the reduction in the overall number of hotel bedrooms proposed (a reduction in 35 rooms compared to the previously refused scheme) successfully reduces the intensity of the use, the scale of development proposed towards the rear of the site and the overall on site car parking ratio
- Whether the increase number of on-site car parking spaces (when viewed alongside the overall reduction in the number of hotel bedrooms and the hotelier's decision to charge for on-site car parking) successfully addresses the lack of available on-site car parking for hotel visitors and the potential effect of the development on the availability and capacity for on street car parking
- The extent to which further information on available overnight coach parking satisfies Members that the local area will not be materially affected by overnight coach parking
- Whether the removal of the previously proposed angled windows (in the vicinity of 18 Fitzroy Gardens) reduces the degree of privacy enjoyed by those living immediately adjacent to the site and whether there is a need to obscure any of the (potentially) offending windows.

6. PRELIMINARY CONCLUSIONS

- 6.1 Officers comments on this scheme is very much framed in the context of the previous recommendation to grant planning permission, although officers recognise and acknowledge the previous decision reached by the Planning Committee and will defend the reasons for refusal with appropriate rigour. This report now deals with each issue in turn

Design and Conservation Area Character

- 6.2 Officers consider that the applicant's focus on the scale and mass of the east-west spine building and how it responds to with changes in levels has resulted in a much enhanced relationship with the Fitzroy Gardens shared amenity space; when viewed from within the gardens themselves as well as from the junction of Church Road and Fitzroy Gardens. The elevational changes with the introduction of enhanced elevational rhythms, subtle use of a more sympathetic materials palette with some recesses and bay details now proposed and a suitable termination of the north-south Fitzroy Gardens cul-de-sac has helped to lift the building's overall architectural expression and limit the degree of harm caused to the character and appearance of the conservation area.
- 6.3 As Members will recall, Historic England agreed with your officers that the works to this building represented less than substantial harm to the various heritage assets found in the vicinity of the site (including the building itself). The applicant had previously modified the proposals to retain and incorporate the mews buildings (located to the rear of the site) and there are elements of the existing east-west spine building which leaves much to be desired (in terms of its contribution to the character and appearance of the building itself as well as the conservation area). There were elements of the previous proposal that might have reasonably been considered to represent enhancements to the various heritage assets, especially the remodelling of the 1970's extension (the northern element of the Church Road hotel range). Reductions in the bulk of the east-west spine building (as the lands fall away to the west and towards the lower, more domestic scale development of Fitzroy Gardens) significantly reduces any degree of harm and provides confidence that the balance of the various issues should be weighted more in favour with the proposed development (as currently proposed to be amended).

Intensity of Use

- 6.4 The reduction in the number of hotel bedrooms has also helped reduce the overall scale and intensity of the development, although it is recognised that the proposed development would still represent a significant uplift in the number of hotel bedrooms (compared to those that are currently available).
- 6.5 It is clear however that the existing hotelier wishes to inject substantial capital into re-branding a hotel that has been established on this site over many years. The hotel is situated relatively close to Upper Norwood District Centre and the increase in hotel activity should benefit existing businesses in and around Upper Norwood – alongside a general boost in associated night-time economy. The

applicant is still keen to work with the local planning authority and the Council's Job Brokerage Service to make sure that local people are properly trained and made aware of the jobs that will be offered should an eventual scheme be granted planning permission.

On Site Car Parking

- 6.6 The current London Plan (March 2016) advises that the maximum on site car parking standard for hotels ranges from between 1 space per 20 bedroom (short stay) to 1 space per 50 bedrooms (longer stay). The hotel (as it currently operates) has 334 hotel bedrooms with 63 car parking spaces and the London Plan would limit on site parking to between 7 and 18 spaces (depending on the intended length of stay highlighted above). This is the main reason why Transport for London was very keen to reduce the level of on-site car parking as part of the previous proposals and Transport for London's request to reduce car parking on site will (more than likely) be highlighted robustly by the applicant, if and when the previous scheme is tested on appeal.
- 6.7 It is fair to say that the emerging policies (in the London Plan December 2017) advise that car parking levels (where hotels are located within PTALs of 0-3) should be considered on a case by case basis rather than through strict adherence to maximum car parking standards, with use of travel plans to encourage and deliver reductions in car use and to promote enhanced accessibility by more sustainable transport modes (including coaches). The application site has a PTAL of 3. This potentially might give some scope for flexibility, although it is likely that Transport for London will continue to object on grounds of excessive levels of on-site car parking (irrespective of the issues being raised by local residents and as highlighted by the previous reason for refusal).
- 6.8 Notwithstanding the above issues, the applicant has sought to increase the level of on-site car parking and linked to the overall reduction in guest accommodation proposed, the car-parking ratio would increase markedly compared to the previous ratio (a change from 0.32 spaces per hotel bedroom to 0.418 spaces per hotel bedroom). Both these ratios would be in excess of the current London Plan standards although it is recognised that the applicants suggested changes have been designed to try and overcome the previous reasons for refusal (by agreement). Dialogue with Transport for London would need to be carefully managed by the applicant and your officers would contribute to these future discussions.
- 6.9 The applicant has now confirmed that on site car parking would be "charged-for" as part of the visitor stay, with messages placed on the web site that on street car parking is at a premium and unlikely to be available for guests. It is common practice for hotels to charge for on-site car parking, partly to provide added services for hotel guests but also to provide for enhanced vehicle security and overall customer service. The level of car parking on street is relatively restricted and officers feel that active promotion of "charged-for" on site car-parking (delivered through an agreed Car Parking Management Plan) would represent

the most appropriate way to respond to the issues that arose as part of the previous planning application.

- 6.10 The applicant is intending to present more detailed information about over-night coach parking (including any further capacity for on-site coach parking and/or recognised over-night coach parking sites elsewhere).

Protecting Privacy

- 6.11 Officers consider that the previously proposed angled windows were overly contrived and (arguably) were not necessary, in view of the angled window to window separation between the proposed east-west spine building and the closest Fitzroy Gardens properties. The reduction in the scale of development and the continued angled window to window line of sight would suggest that angled windows are not necessary, with privacy adequately protected. The direct window to window separation between the east-west spine building and the remaining properties within Fitzroy Gardens would be well in excess of 20 metres.
- 6.12 There is scope to obscure glaze the relevant hotel bedrooms, but officers are of the view that this would not be necessary in this particular case and would limit outlook from the relevant hotel guest accommodation and might well upset the overall treatment of the proposed south elevation of the east-west spine building.

7 Specific Feedback requested from Members

- 7.1 In view of the above, it is suggested that Members focus on the following five issues.
- 1) The reductions in the scale and bulk of the east-west spine building and the balance between any harm caused to heritage assets when viewed alongside the benefits of the proposed development
 - 2) The amendments to the elevational treatment of the proposed east-west spine building and the southern extension to the original hotel range and the extent to which these changes have reduced any harm to heritage assets
 - 3) The increase in the level of on-site car parking with associated increases in the car parking ratio – and whether this overcomes the previous reasons for refusal (taking into account current and emerging London Plan policy).
 - 4) The applicant's intention to charge for on-site car parking – which can be captured and controlled through the use of a Car Parking Management Plan.
 - 5) The need to modify elevational detailing to deal with any real or perceived overlooking to the nearest Fitzroy gardens properties.
- 7.2 The stated reasons for refusal will represent an important material consideration moving forward. However, it is appreciated that this pre application submission might well lead to a new planning application process, with all planning merits requiring consideration. Therefore Members should not feel overly constrained when questioning planning merits of this revised proposal.

PLANNING COMMITTEE AGENDA

PART 6: 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, Resident Association or Conservation Area Advisory Panel 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 July 2011 (with 2013 Alterations)
 - the Croydon Local Plan: Strategic Policies April 2013
 - the Saved Policies of the Croydon Replacement Unitary Development Plan April 2013
 - the South London Waste Plan March 2012
- 2.3 Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken. Whilst third party representations are regarded as material planning considerations (assuming that they raise town planning matters) the primary consideration, irrespective of the number of third party representations received, remains the extent to which planning proposals comply with the Development Plan.
- 2.4 Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.

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

3 **ROLE OF THE COMMITTEE MEMBERS**

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

4. **THE ROLE OF THE CHAIR**

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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PART 6: Planning Applications for Decision

Item 6.1

1 SUMMARY OF APPLICATION DETAILS

Ref: 17/03953/FUL
 Location: Thanet House, Coombe Road
 Ward: Fairfield
 Description: Alterations, alterations to roof, erection of dormer extensions in rear roof slopes and installation of roof-lights to front roof slopes and use of fourth floor (roof-space) as 7x1 bedroom flats, provision of associated refuse and cycle storage (amended description)
 Drawing Nos: 102 ; 103 ; 104 ; 105 ; 106 ; 107 ; 108 ; 200a ; 201a ; 202a ; 203a ; 204a ; 205a ; 206a.
 Applicant: Stonegate Homes Ltd
 Agent: Stonegate Homes Ltd
 Case Officer: Dean Gibson

Type : Flats	Number of Flats	Number of persons
1 Bed	7	7
Total	7	7

Number of car parking spaces	Number of cycle parking spaces
0	7

1.1 This application is being reported to Planning Committee because Councillor Mohan has referred it and in accordance with the Committee Consideration Criteria and has requested it be considered by the Planning Committee.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission subject to the following:
- 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) Development in accordance with the submitted plans
- 2) Submission of external facing materials for written approval of LPA.
- 3) Written approval of following matters:-
 - a) refuse enclosure appearance,
 - b) cycle storage enclosure.

Once approved items to be implemented prior to first occupation of new flats and retained as such thereafter.

- 4) Compliance with carbon reduction target 19% above building regulations
- 5) Compliance for water volume target of no more than 1100 cubic metres per day per unit.
- 6) Submission of construction logistics plan for written approval of LPA.
- 7) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) Developer to have regard to Council's Code of Practice 'Control of Pollution and Noise from Demolition and Construction Sites'
- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for dormer extensions to the rear roof slope, skylight windows to the front roof slope and the introduction of gable like features to the front elevation in connection with the of the conversion of the roof space to form 7x1 bedroom flats.

Site and Surroundings

- 3.2 The application premises is a four storey corner building fronting east onto High Street and south onto Coombe Road. The ground floor has various retail and commercial uses with the upper floor in residential use (as 30 self-contained flats) which are accessed off Coombe Road. The upper three floors are formed of a dark red bricks and have clay roof tiles with brick chimney stacks. The building has angled forms within its massing.
- 3.3 The building is bounded to the rear by a service road/parking area, accessed via Thanet Place to the north of the site. The area is predominantly a mix of commercial and residential uses and the built forms are predominantly two to four storeys in height. To the south-west there are ongoing works pursuant to a previous residential conversion/part new build development site on the corner of South End/Lower Coombe Street (LBC Ref 16/00102/P) following on from an office to residential conversion and further approved extensions.
- 3.4 The site is within the Croydon Metropolitan Centre and the Croydon Opportunity Area (OAPF). It is also within an area of High Density and an Archaeological Priority Zone.
- 3.5 The surrounding roads are subject to local parking controls (yellow lines) and within a Controlled Parking Zone. High Street is classified as a Local Distributor Road and Coombe Road is classified as a London Distributor Road.

The Planning History

3.5 94/00406/P – Refused planning permission for conversion and extensions to roof to provide 6 two bedroom flats; provision of 9 parking spaces on the following grounds:

1. The development would constitute an over-intensive development of the site because the existing shortfall of car parking spaces within the curtilage of the site would be exacerbated and the proposed amenity space would be unsatisfactory by reason of its size and location and would thereby conflict with policies E4 and H8 of the District Plan, Supplementary Planning Guidance Note No. 4 and policies T25 and H10 of the deposit draft Unitary Development Plan.
2. The proposal by reason of its design would be detrimental to the appearance of this prominent building and would harm its architectural integrity and would thereby conflict with policy E.1 of the District Plan and policy BE1 of the deposit draft Unitary Development Plan.

3.6 17/02663/PRE – formation of 9 one bedroom flats in roof-space (this was pre application engagement which lead to the current planning application submission).

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The upper floors of the existing building are already in a residential use and the site in a sustainable location – the Croydon Metropolitan Centre. The proposed alterations to the building would respect the character and appearance of the existing building, neighbouring properties and the immediate vicinity.
- 4.2 The proposed development would not have any adverse effect upon the amenity of adjacent residential occupiers in the existing building and in Coombe Road and High Street. The siting and massing of the roof extensions ensures that no adverse loss of privacy, outlook, loss of light or visual intrusion occurs to adjacent residential occupiers.
- 4.3 The site is within the Croydon Metropolitan Centre which has excellent access to public transport facilities, as well as shops and related town centre facilities. The provision of cycle storage on the site would promote sustainable travel choice.

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 one or more site notices displayed in the vicinity of the application site. On the receipt of amended plans amendment site notices were also erected.

6.2 Councillor Mohan has referred (objected) to the application proposal on the grounds of:

- i) overdevelopment
- ii) effect on amenity of existing residential occupiers.

6.3 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 12 Objecting: 11 Commenting: 1

6.4 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:

Summary of objections	Response
Previously Refused Scheme	
Planning permission refused under application (LBC Ref 94/00406/P) for roof extensions/roof accommodation.	See paragraph 8.4 of this committee report.
Character of Building / Locality	
Overdevelopment	See paragraphs 8.6 to 8.11 of this committee report.
Extensions out character	See paragraphs 8.6 to 8.11 of this committee report.
Affect on Amenities of Existing Thanet House Residents	
Noise vibration to ceilings from future occupiers	See paragraph 8.17 of this committee report.
Noise / disturbance from construction works	See paragraph 8.17 of this committee report.
Where will existing water tanks in roof-space be sited?	See paragraph 8.18 of this committee report.
Existing gas and electricity utilities will be affected.	See paragraph 8.18 of this committee report.
Increased refuse	See paragraph 9.1 of this committee report.
Asbestos in roof - how will it be removed?	See paragraphs 8.25 and 8.26 of this committee report.

Scaffolding around building will cause loss of privacy / security issues	See paragraph 8.17 of this committee report.
Are building foundations strong enough?	See paragraph 8.19 of this committee report.
Amenities of Future Occupiers	
No lift would be provided.	The provision of a lift is not a policy requirement.
No private amenity space provided.	The non-provision of private amenity space can be looked on with discretion in a conversion/extension scheme and due to the low occupancy tenure of the proposed flats and in view of the site's town centre location.
Traffic / Parking	
Increased parking stress	The site is within the Croydon Metropolitan Centre so has excellent access to public transport and shops and services within Croydon town centre. Cycle storage is proposed on site.
Refuse Storage	
Poor siting of refuse storage on forecourt.	The refuse storage would be sited in the same location as existing.
Publicity of Application	
No notification of application	The application was publicised in accordance with Council protocols in place at the time of the application submission.
Non-Material Issues	
Existing management company is poor at maintaining building	The applicant advises that a new freeholder / management company would be put into place if planning permission is granted.

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 Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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:

- Section 4: Promoting sustainable transport
- Section 6: Delivering a wide choice of quality homes
- Section 7: Requiring good design
- Section 8: Promoting healthy communities
- Section 10: Meeting the challenge of climate change, flooding and coastal change

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

7.4 Consolidated London Plan 2016 (LP):

- 3.3 Increasing housing supply
- 3.5 Quality and design of housing developments
- 3.8 Housing Choice
- 3.9 Mixed and balanced communities
- 5.1 Climate Change Mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.13 Parking

7.5 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP2 Homes
- SP2.3 Choice of homes
- SP2.5 Mix of homes
- SP2.6 Lifetime homes
- SP4 Urban Design and Local character
- SP4.1 High quality development
- SP6 Environment and climate change
- SP6.3 Sustainable design and construction
- SP8.3 Making full use of public transport

7.6 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD1 High Quality and Sustainable Design
- UD2 Layout and siting of new development
- UD3 Scale and Design of new buildings
- UD8 Protecting residential amenity
- UD13 Parking Design and Layout

- UD14 Landscaping
- UD15 Refuse and Recycling Storage
- UC5 Local Areas of Special Character
- EP1 – EP3 Pollution
- EP5 - EP7 Water – Flooding, Drainage and Conservation
- T2 Traffic Generation from Development
- T4 Cycling
- T8 Parking
- H2 Supply of new housing

7.7 CLP1.1 & CLP2

7.8 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

Relevant Supplementary Planning Guidance

- Croydon Opportunity Area Planning Framework (OAPF)
- SPD2 – Residential Extensions

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development and housing mix
2. Townscape and visual impact and consideration of density
3. Housing Quality for future occupiers
4. Residential amenity for neighbours
5. Transport
6. Sustainability
7. Environment

Principle of Development and Housing Mix

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised, including providing a variety of housing types and unit mix. One of the most notable aspects in the OAPF is the promotion of new housing within its boundary. A main objective of the OAPF is to support the development of 7,300 new homes bringing new housing and people into the COA is necessary to help create a new community.

- 8.3 The previously refused 1994 planning application (LBC Ref 94/00406/P) was refused on ground of poor design, insufficient off-street parking provision and insufficient amenity space for future occupiers. The 1994 application had a significantly different design to that proposed in the current planning application. It included extension to the front roof slope, as well as the rear roof slope, whereas the current application only proposes extensions to the rear roof slope and an alteration to the roof at its northern end to change a hipped form to a gable end. This refusal of planning permission (which was not tested on appeal) was also issued at a time where the drive to deliver more housing was a more limited consideration (compared to the current housing targets).
- 8.4 With regard to parking provision, policy now encourages use of public transport and in areas that are highly accessible, such as town centres and allows for/actively encourages car free development in such circumstances. As regards the general lack of amenity space for future occupiers, whilst current policy promotes the provision of private amenity space, this is not always possible or practicable to achieve in schemes involving conversion.
- 8.5 The provision of one bedroom flats would be satisfactory in this particular instance, in view of the town centre location and the accommodation being incorporated into existing and extended roof voids. Similarly, non-provision of on-site amenity space for future occupants in such circumstances would be acceptable.
- 8.6 The principle of the development of the site is therefore considered appropriate, subject to consideration of design detailing and overall consideration of density and transportation issues.

Townscape and Visual Impact and Consideration of Density

- 8.7 Policy seeks to optimise housing output taking into account local context, character and design and public transport capacity. Based on the site's central character context and excellent Public Transport Accessibility Level (PTAL) of 6 a density range between 650-1100 habitable rooms per hectare would apply. The existing residential area of the site has a density of 610 habitable rooms per hectare. The proposed development delivers a net residential density of 819 habitable rooms per hectare, which falls within the middle of the density range identified in the London Plan. Moreover, as considered further in this report the development responds well to local context and does not adversely impact upon local transport capacity. As such the density is supported.
- 8.8 The existing chimney stacks to the roof are unused. While they are a feature of the roof their removal would not usually require planning permission, although the developer will need to comply with building regulations to ensure they can be removed safely.
- 8.9 The existing building has a linear dog-leg shape. The proposed rear dormer extensions would not detract from the overall form and appearance of the building and would appear as subordinate additions to the roof. As they are proposed to the rear, they would not be highly visible from the street. It is proposed that the dormers would be faced in grey metal cladding with metal

flashing to the existing tiled roof area and would have dark grey aluminium framed double-glazed windows. The proposed skylight windows to the front roof slope would be spaced out along the roof space and again would appear as subordinate features (again finished in dark-grey aluminium) and would have a slim recessed profile so would not detract from the appearance and plane of the roof. The fully glazed gable end window proposed to the northern facing roof slope would also have dark-grey aluminium windows frames and tiles to match the existing roof. It would provide an interesting focal point when looking south along the High Street.

- 8.10 Externally the existing hard landscaping would be retained as existing. The areas allocated to house the new bin and cycle storage would be re-surfaced to match the existing surface finish.
- 8.11 Overall, the proposed dormer extensions and skylight windows would have no detrimental impact on the visual amenity of the building and townscape.

Housing Quality for Future Occupiers

- 8.12 The proposed floor areas of the flats would comply with the minimum sizes for 1 bedroom/1 person flats and 1 bedroom/2 person flats as set out in the London Plan. All of the habitable rooms would have an acceptable outlook. A gable window is proposed to the main living area of flat number 1 (as proposed). While the bedrooms of flats 1, 4 and 5 would only be served by skylight windows, it is considered this would not adversely affect the overall amenity of the future occupiers of those flats (as the main living areas would have full height windows). No amenity space would be provided for the application but this would not detract from the proposed quality of the accommodation – in view of the site's location within a vibrant town centre environment..
- 8.13 Overall the proposed accommodation would have acceptable layouts for one bedroom flats.

Residential Amenity for Neighbours

- 8.14 The rear dormer extensions and other alterations to the roof would not lead to any adverse effects on the amenities of existing residents in Thanet House or to dwelling houses in Thanet Place. The dormers would be set within the slope of the roof form so no adverse loss of light or outlook would occur. No loss of privacy would occur as the position of the dormer windows is such that they would not look back onto windows on the rear elevation of Thanet House. The dwelling houses in Thanet Place are already overlooked by the existing rear elevation windows of Thanet House and the proposal should not make matters significantly worse.
- 8.15 The proposed accommodation would need to comply with the Building Regulations (in terms of sound insulation) which should minimise noise and disturbance to the existing top storey occupiers of Thanet House.
- 8.16 Noise and disturbance from associated construction works would be inevitable, but given the minor nature of the proposed development, it would be over a

relatively short period of time. There is also existing environmental protection legislation as regards noise and disturbance related to construction works and both the Council and the London Mayor have produced good practice documents which the developer can be advised of through use of a planning informative.

- 8.17 The applicant acknowledges that there may be minimal noise at the outset whilst the insulation and flooring is installed, but advises they are will only carry works on site between the hours of 0900 hours to 1700 hours Monday to Friday.
- 8.18 The erection of scaffolding to carry out construction works is inevitable but again given the minor nature of the proposed development it would be in situ over a relatively short period of time.
- 8.19 The applicant advises that currently the existing flats utilise galvanised water storage tanks to provide water to each unit. Individual water supplies will be maintained to each unit during the construction phase and the contractor will work with all occupiers to ensure any requirement for service interruption is fully coordinated with occupiers needs. For the ongoing service the applicant advises the system will be amended to a mains supply service for all units with a single storage tank and booster pumps to maintain the necessary water pressure. The proposal would not lead to adverse disruption to existing electrical and gas services.
- 8.20 With regard to structural concerns the applicant advises the structural load bearing capability of the existing building has been assessed for the proposed conversion/extension of the existing roof space. Further surveying will be undertaken by a qualified structural engineer should planning approval be granted. Any strengthening necessary will be designed into the scheme by a professional structural engineer.
- 8.21 Given the concerns expressed by existing residents of Thanet House as regards out the impact of the works associated to the development on their amenity, it would be prudent to require the submission of a construction environmental management plan/construction logistics plan to the local planning authority for its approval to ensure the above issues are effectively considered and managed.

Transport

- 8.22 The site is in an area with a PTAL of 6a, which has an excellent rating for accessibility to public transport.
- 8.23 There is an existing car park area to the rear of the building accessed from Thanet Place. However, no parking is proposed for the new flats. A covered secure cycle storage for 7 cycles is proposed for the new flats within the car park area. This would be acceptable and details of the appearance of the enclosure could be secured by condition.

Sustainability

- 8.24 The development would be required to meet carbon reduction and water consumption. This matter can be secured by condition.

Environmental Issues

Water Resources and Flood Risk

8.25 The connection to existing drainage systems would be maintained.

Contamination

8.26 The applicant advises that an initial investigation showed no sign of asbestos but it may be that there is some on site when further investigation is carried out. If found, the material will be removed safely in accordance with the established protocol. The removal of asbestos, if found, would be subject to the Control of Asbestos Regulations 2012 which came into effect in April 2012 and which require removal works to be undertaken by a licensed contractor.

8.27 It would be prudent to require the submission of a contaminated land assessment to the local planning authority for its approval to ensure the above issues are effectively considered and managed where necessary.

9 OTHER PLANNING ISSUES

Refuse storage

9.1 It is proposed to site the refuse storage in a purpose built enclosure to the rear of the building. This would be acceptable and the appearance of the enclosure could be secured by condition.

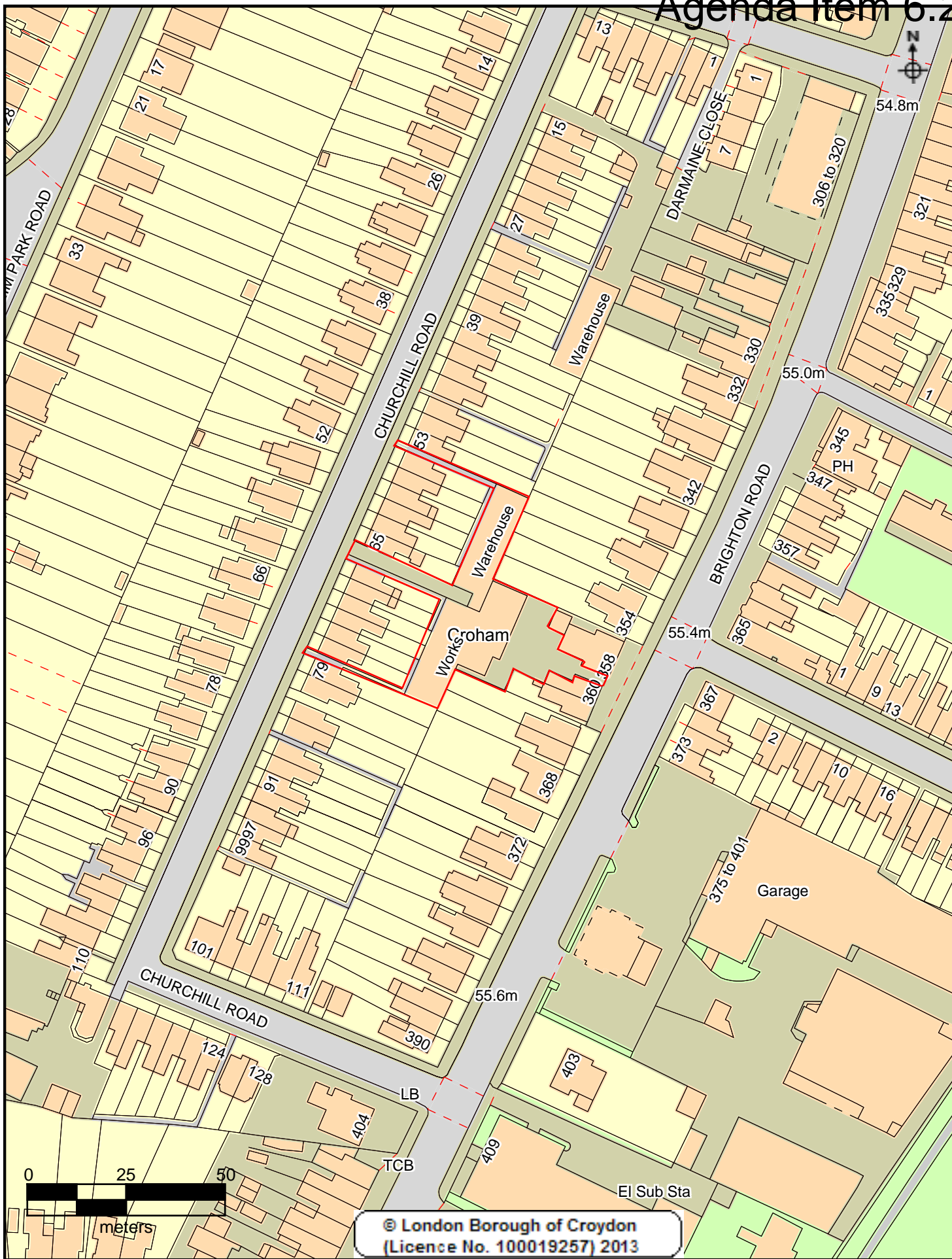
9.2 Security

In terms of security, the development would increase natural surveillance of the adjacent properties.

Conclusions

9.3 The recommendation is to grant planning permission. All other relevant policies and considerations, including equalities, have been taken into account.

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PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 17/04330/FUL
 Location: 360 Brighton Road, South Croydon, CR2 6AL
 Ward: Croham
 Description: Demolition of existing light industrial buildings; erection of 2 three storey building comprising 2 two bedroom and 2 one bedroom flats; 4 two storey two bedroom houses and 1 single storey two bedroom house; provision of associated parking
 Drawing Nos: 1660-1, 1660-2, 1660-3, 1660-4, 1660-5, 1660-6, 1660-7, 1660-8, 1660-9, 1660-10, 1660-11, 1660-12, 1660-13, 1660-14, 1660-15, 1513/EX/001, 1513/P/100, 1513/P/101, 1513/P/102, 1513/P/103, 1513/P/104, 1513/P/105, 1513/P/106, 1513/P/107, 1513/P/108, 1513/P/109, 1513/P/110, 1513/P/111, 1513/P/112, 1513/P/113, 1513/P/114, 1513/P/115, 1513/P/116
 Applicant: Mr and Mrs Young
 Agent: Ms Emily Osler
 Case Officer: Georgina Betts

	1 bed	2 bed	3 bed
Flats	2x (1b1p)	6x (4x 2b4p & 2x 2b3p)	
Houses		1x (2b3p)	

Number of car parking spaces	Number of cycle parking spaces
9	18

1.1 This application is being reported to Planning Committee because the Chair of Planning Committee (Paul Scott) made representations in accordance with the Committee Consideration Criteria.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to REFUSE planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the refusal of planning permission.

Reasons for refusal

- 1. Loss of employment generating uses
- 2. Failure to demonstrate that the scheme is acceptable in relation to flood risk
- 3. Out of keeping with the character of area due to inappropriate scale, design and cramped form
- 4. Substandard accommodation by reason of poor outlook
- 5. Detrimental impact upon neighbouring properties in terms of visual intrusion

6. Any other reason(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy – refused
- 2) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for the following:

- Demolition of the existing light industrial buildings
- Erection of 2x three storey buildings comprising 2x two bedroom and 2x one bedroom flats.
- 4x two storey two bedroom houses
- 1x single storey two bedroom house
- Associated parking and landscaping
- Provision of refuse and cycle stores

Site and Surroundings

- 3.2 The application site lies on the western side of Brighton Road and is currently occupied by light industrial buildings, with the main access from Brighton Road with a secondary access onto Churchill Road to the north. The site is relatively flat with a slight incline as you move north-west and given the industrial nature of the site there is limited soft vegetation across the site. The premises are currently occupied and are operating as a printing works and this was evident on the Officers site visit to the property.
- 3.3 The surrounding area is mixed in character terms with the ground floor units of Brighton Road properties largely operating within retail uses. A mix of residential and office type uses exist on the upper floors of Brighton Road properties while two storey residential properties are site immediately north-west. The area is busy in nature with Brighton Road classified as a London Distributor Road and as such it is clear that the surrounding areas suffer from parking stress.
- 3.4 The application site lies within an area at risk of surface water and critical drainage flooding as identified by the Croydon Flood Maps. The site lies adjacent to Flood Zones 2 and 3. The site lies within an archaeological priority zone as identified by the Croydon Plan.

Planning History

- 3.5 There is no relevant planning history in relation to this site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would result in the loss of an occupied scattered employment site
- The proposal would be unacceptable in flood risk terms given the sites location within Flood Zones 2 and 3 and surface water/critical drainage issues
- The development would result in an cramped and overly dominant form of development which would harm the character of the surrounding area
- The living standards of future occupiers would be substandard by reason of poor outlook.
- The development would cause visual intrusion to neighbouring properties.

5.0 CONSULTATION RESPONSE

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

5.2 Historic England – no archaeological requirements considered necessary

5.3 Local Lead Flood Authority - The LLFA have objected to the proposals and requested further information in relation to the following:

- An updated topographical survey
- Clarification over impermeable areas
- Calculations of run off rates
- SuDS details including design
- Exceedance flow rates
- Drainage plans
- Storage and attenuation volumes

5.4 The Environment Agency -. The Environment Agency have commented that, “there is insufficient information to demonstrate that the risk of pollution to controlled waters is acceptable and that the risk posed by this development is unacceptable.”

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by way of letters. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 73 Objecting: 70 Comments: 2 Supporting: 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:

Objections:

- Traffic congestion/loading/turning issues
- Loss of privacy

- Loss of light
- Poor design/ugly
- Road access/poor visibility/poor emergency access
- Out of character
- Lack of parking
- Cramped/overdevelopment
- Impact upon ecology e.g. nesting birds/bats
- Noise and general disturbance
- Fear of crime
- Pollution

Support

- Looking forward to not hearing machines all day long

6.3 Councillor Scott made following representations:

- Potential to meet housing need through the provision of new homes, responding to the governments National Planning Policy Framework and the Mayor for London's housing targets
- Massing and design of the proposed building in relation to the character of the area and the existing structures on site
- Impact on the amenities of neighbouring properties

6.4 Councillor Gatland had objected to the application on the following grounds:

- Harm to neighbouring amenity such as loss of light and privacy
- Overdevelopment
- Unsafe access arrangement
- Further traffic and parking pressure on Churchill Road

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 4.4 Managing industrial land and premises
- 4.12 Improving opportunities for all
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture

7.4 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards
- SP3.1 Employment
- SP3.2 Innovation, Investment & Enterprise
- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.5 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD6 Safety and security
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscape design
- UD15 Refuse and recycling storage
- EM5 Retaining industrial and warehousing building outside designated areas
- T2 Traffic generation from development
- T4 Cycling
- T8 parking
- H2 Supply of new housing

7.6 Supplementary Planning Guidance

- London Housing SPG March 2016

7.7 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) were approved by Full Council on 5 December 2016 and submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. The examination in public took place between 16th May and 31st May 2017. Main modifications have been received from the Planning Inspector and the Council consulted on these modification during the period 29 August – 10 October 2017.

7.8 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Loss of Employment
- Flooding
- Townscape and visual impact
- Amenity of future occupiers
- Impact upon neighbouring amenity
- Transport

- Ecology
- Trees

Loss of Employment

8.2 The application site is currently occupied by industrial buildings and currently occupied by a print works which falls within Use Class B2 (light industrial). As the site is not located within a town centre or designated employment area for planning purposes it is identified as a Tier 4 (scattered employment) site as set out in Policy SP3.1 and SP3.2 of the Croydon Local Plan 1: Strategic Policies 2013. Table 4.3 of Policy SP3.2 is useful in assessing the permitted uses of Tier 4 sites, which,

Tier	Designation	Locations	Approach	Permitted Uses	Other Uses
4	Scattered Employment Sites	Other employment locations/sites falling outside of Tier 1, Tier 2 and Tier 3.	Protection for industrial and warehousing activities. Allowance for community uses to locate in the (Higher PTAL) more accessible locations	Class B1 (excluding B1a office), B2 and B8 uses Employment generating sui-generis uses ²⁶ Class D1 (Education and Community Facilities) in industrial locations in PTALs 3 or above	Planning permission for limited residential development will be granted if it can be demonstrated that: <ul style="list-style-type: none"> • there is no demand for the existing premises or for a scheme comprised solely of the permitted uses; and • residential use does not harm the wider location's business function. • Opportunities for employment and skills training will be considered via Section 106 where possible

8.3 To demonstrate there is no demand for B1, B2 or B8 (and other permitted uses) evidence needs to be submitted to show that a marketing exercise has been undertaken for a minimum of 18 months; the site has been offered at a price commensurate with the value of the site for permitted uses; and that active promotion has been undertaken by agents marketing the site. The site has a PTAL rating of 3, so it will also need to be marketed for Class D1 - Education and community facilities in order to establish whether there is demand for this property as an education or community facility.

8.4 The purpose of this policy is to safeguard employment land if there is an identified need for such premises. In this particular case, the premises is currently occupied and is being operated as a print works. As such it cannot be argued that there is no demand for the B1 premises.

8.5 The information submitted with this application demonstrates that the application site has been marketed for commercial purposes and D1 use since February 2015. The applicant states that the main interest in the premises came from property developers and while one local D1 user came forward they were anticipating converting the majority of the building to residential use. The marketing document seeks to show that there is no demand for the premises outside the current use. As part of the marketing exercise the applicant escalated the price from £1,000,000 to £1,550,000 and this does not appear warranted or justified. Given the rateable value and the high price, it is questionable whether the site would be attractive to a long term investor.

- 8.6 Therefore a red book valuation of the property is required. A note on 09 March 2016 in the marketing details it states that there had been 'lots of interest.' This interest expressed on the property is not detailed any further. Therefore, further information is required such as a table of all enquiries and interest received for the site since February 2015 and if there was an offer made and if so, what that offer was and any details on why the interest fell away or why the interest and/or offer did not eventuate.
- 8.7 The LPA are of the view that there is a demand for the premises as it is currently occupied by a Print works that appropriate, permitted uses have not been explored and the applicants marketing exercise is not sufficiently robust. As such, officers are unable to support the application.

Flooding

- 8.8 The application site lies adjacent to Flood Zone 2 and 3 and is at risk of surface water and critical drainage flooding. As a result the Environment Agency and the Local Lead Flood Authority are statutory consultees. There are known historical flood events along this stretch of Brighton Road and the risk is heightened by the location of the site adjacent to Flood Zones 2 and 3.
- 8.9 The development must strive to intercept, store and attenuate as much surface water as possible, working to achieve as close to greenfield runoff rates as possible. Any development at this site must carefully consider the locally known flood risks, particularly the impact on surface water flood risk beyond the site boundary.
- 8.10 At this time insufficient information has been provided to satisfy the LPA that the development would not lead to unacceptable levels of flood risk. This position is supported by the Environment Agency and the Local Lead Flood Authority.

Townscape and visual impact

- 8.11 The application site lies on the north-western side of Brighton Road with a secondary access onto Churchill Road and provides an interesting opportunity for a residential development, were the policy objections identified above are overcome.
- 8.12 Given that the site is not stereotypical plots within the surrounding area this does allow for a more innovative and contemporary approach to its redevelopment and it is acknowledged that there are some positive aspects to the scheme. Reference to its industrial past is positive however the overall scale and massing of the proposed development dominates its plot and that of its immediate neighbours.

- 8.13 Backland developments should be of lesser height than the buildings they are surrounded by so that the open experience and views across the backs of the terraces can be maintained as far as possible. As such the height of the 3 storey elements is not acceptable, or at least they should not exceed the height of the existing industrial units.
- 8.14 The development appears cramped due to the quantum of development sited in close proximity to its entrance, namely the detached single storey (bungalow) dwelling. The access road is dominated by a bike store on one side and a bin store opposite while there is generally a lack of space for landscaping. The design of which is poor and fails to take opportunities to enhance the sense of place.
- 8.15 While this is form of backland development and thus would typically be inward looking, the design of the buildings fail to create visual interest or connect to its surrounding area and this can be seen from inactive ground floors and high boundary treatments. This is particularly true of the 1 storey unit, which sits on a prominent corner and actively faces away from the street.
- 8.16 The proposed development is therefore considered to result in a cramped form of development which would harm the character and appearance of the surrounding area.

Housing quality for future occupiers

- 8.17 All units would meet the minimum space standards set out in the National Space Standards and amenity space would be provided in accordance with the London Plan. However, given the quantum and nature of the development most amenity space would be provided at first floor level between either two or three storey blocks. This arrangement not only affects the quality of the amenity space, as privacy screens are no doubt needed, it impacts upon the outlook from habitable room windows.
- 8.18 It is therefore considered that the development would result in substandard accommodation as a result of poor outlook.

Residential amenity for neighbours

- 8.19 The two storey dwellings would sit comfortably with neighbouring properties within Churchill and Brighton Road with separation distances ranging from 10 to 22 metres. Due to the inward nature of the development it is not considered that the development would give rise to a loss of privacy.
- 8.20 The three storey nature of units 4-7 in Block B would be highly visible from the rear gardens of 55-65 Churchill Road. While the minimum separation distance in terms of backland development would fall within the remit of emerging Policy DM11 of CLP2 concerns exist over the proposed height. Given the north-western orientation of the neighbouring properties and expansive width of the three storey mass it is considered that development would appear overly dominant and overbearing when viewed from No's 55-65 Churchill Road, therefore being

harmful to their residential amenity. It is therefore recommended that permission is refused on this ground.

- 8.21 The single storey dwelling would be sited approximately 5.1 metres from the ground floor and 8.3 metre from the first floor of 362 Brighton Road. It would appear that 362 Brighton Road is in mixed use with Council Tax records supporting the presence of residential accommodation. However, given the single storey nature of the proposed dwelling the proposal is not considered to appear visually intrusive to 362 Brighton Road to warrant a refusal of planning permission.

Transport

- 8.22 The subject site is in an area with a PTAL accessibility rating of 4 (on a scale of 1a - 6b, where 6b is the most accessible), as indicated on maps produced by TfL. The site is therefore considered to have good access to public transport links.
- 8.23 Provision has been made for 9 on-site parking spaces which includes one disabled bay, and for cycle storage which could be provided in accordance with the London Plan standards. A single storey wheelchair adaptable bungalow has been provided demonstrating that the proposal has been designed to be accessible by all.
- 8.24 The proposed scheme would generate 3 peak hour trips for the AM and PM periods respectively, contrasting with the 8 peak AM trips and 6 Peak PM hour trips for the existing light Industrial use, which is acceptable. Strategic Transport has no objection in principle to this application provided details of electric vehicle charging points, cycle and refuse storage, a Construction Logistic Plan and emergency vehicle tracking are secured by condition. While the principle of the development is acceptable on highway grounds this does not outweigh the harm that has been identified elsewhere in this report.

Sustainability

- 8.25 CLP: SP Policy SP6.3 (Sustainable design and construction) requires all new build housing to achieve Code for Sustainable Homes Level 4 *or equivalent*. As such it is recommended that a condition is attached requiring the applicant to achieve a 19% reduction in CO2 emissions while ensuring that water consumption does not exceed 110L per head per day.

Ecology

- 8.26 The application site does not lie within close proximity of a Site of Nature Conservation Area Importance nor were any protected specified evident on the site visit. The proposed development is therefore not considered to harm any ecological interest within or surrounding the site and would comply with the relevant policies in this respect.

Trees

8.27 There are limited trees and soft vegetation within the site and as such there is no objection to the proposal on tree grounds. However, the cramped nature of the development would limit the space available for soft landscaping works further demonstrating the over development of the site.

Conclusions

8.28 For the reasons specified in the agenda and clarified within the report it is recommended that planning permission is refused.

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

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PART 6: Planning Applications for Decision

Item 6.3

1 APPLICATION DETAILS

Ref: 17/04610/FUL
 Location: Alice Lodge, 40 Brighton Road, Purley, CR8 2LG
 Ward: Coulsdon West
 Description: Proposed change of use from C2 residential care home to a house in multiple occupation for 18 occupants (sui generis)
 Drawing Nos: Existing Plans – 2017-09-06, Proposed Block Plan, Proposed Plans – 2017-11-24 Rev F
 Applicant: Mr Ahmed
 Agent: Mr O'Neill
 Case Officer: Dan Hyde

1.1 This application is being reported to Planning Committee because the Ward Councillor (Cllr Jeet Bains) 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.
- 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) The works shall be carried out wholly in accordance with the submitted plans
- 2) Details of cycle and refuse storage facilities to be submitted to and approved prior to commencement of development
- 3) A noise survey is to be submitted prior to commencement of development
- 4) A resident's management plan to be submitted prior to occupation
- 5) Visibility splays should be submitted and approved prior to occupation of the development
- 6) Commence the development within 3 years of the date of this decision
- 7) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks full planning permission for the:

- Conversion to house in multiple occupation for 18 occupants (sui generis)
- Use of existing front hard standing area for parking (3 vehicles with access off Brighton Road) and space set aside for refuse storage

Site and Surroundings

- Residential in character
- Properties that surround the site are mixed in character consisting of detached, semi-detached and flatted properties
- The land levels on site fall from north west to south east
- The site is subject to Flood Risk Surface Water Critical Drainage area, Flood Risk from surface water 1 in 30, 10 and 1000 year event.

Planning History

- The property has been in a residential care home use (Class C2) for some considerable time with planning permissions for alterations dating back to the 1970s and 2000s.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would not have a detrimental impact on the street scene given that there would be no extensions proposed.
- The proposal would accord with the Houses in Multiple Occupation Standards and would have acceptable living conditions for the future occupiers.
- The proposal would not prejudice highway safety or the parking situation in surrounding streets given the acceptable levels of parking that is proposed on site.
- There would be no detrimental harm from the proposal on the neighbouring occupiers given that there would be no extensions. The use of the site in multiple occupation is akin to the previous use of the site as a residential care home, and the number of occupiers at the site would be similar to this previous use.

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 one or more site notices displayed in the vicinity of the application site. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 2 Objecting: 2 Supporting: 0
 Referral from Cllr Jeet Bains [objecting].

- 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:

- Overdevelopment of unit
- Room sizes are too small
- Increase in noise
- No information on quality of accommodation or design
- Insufficient recycling arrangements
- Impact on parking in surrounding roads
- Detrimental to surrounding area

6.3 The following matters were in representations which are not material to the determination of the application:

- No person in Lansdowne Road notified

OFFICER COMMENT: The occupiers on Lansdowne Road were not notified as the proposal would not directly impact on this road, and they do not adjoin the site. Therefore the consultation is in accordance with the Councils Constitution and The Town and Country Planning Act.

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 Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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:

- Requiring good design.
- Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

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

Consolidated London Plan 2015 (LP):

- 3.5 on Quality and design of housing developments
- 6.13 on Parking
- 7.4 on Local Character
- 7.6 on Architecture

Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.2 Place Making
- SP2.1 Homes
- SP2.6 Quality and Standards
- SP4.1 & 4.2 Urban Design and Local Character
- SP6 Waste and Climate Change
- SP8.15 Parking

Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and Siting of New Development
- UD3 Scale and Design of New Buildings
- UD8 Protecting residential amenity
- T8 Parking
- H2 Supply of New Housing
- H8 Applications for conversion to self-contained accommodation

There is relevant Supplementary Planning Guidance as follows:

- SPD2 Residential Extensions (LBC)
- Technical Housing Standards – Nationally Described Space Standards

7.4 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017 and the examination took place in May/June this year. Policies which have not been objected to can be given some weight in the decision making process. However at this stage in the process no policies are considered to outweigh the adopted policies listed here to the extent that they would lead to a different recommendation.

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. Residential amenity
4. Amenities of future occupiers
5. Parking and cycle storage
6. Waste and refuse

Principle of development

8.2 The principle of providing houses in multiple occupation is established across the borough and clearly meets a specific housing need. The principle of the HMO is therefore acceptable. In addition, there is a need for this type of accommodation in the borough and as such, there is an established need for intensification of sustainable sites such as this.

- 8.3 This property has been used historically as a residential care home and has been in a vacant state for in excess of 2 years. Your officers are satisfied that there is no case to insist on the reuse of the care home.

Townscape and Visual Impact

- 8.4 The proposal would not have a detrimental impact on the townscape or have a visual impact on the street, as there would be no external alterations to the accommodation. The only visual difference, when viewed from Brighton Road would be the new bin store, which would be acceptable, but would need to be subject to planning conditions requiring further details.

Residential Amenity

- 8.5 Given that there would be no alterations in terms of extensions or new windows, there would not be an impact on the neighbouring occupiers in terms of loss of light, outlook or privacy.
- 8.6 The new use of the unit as a house in multiple occupation with 18 occupiers, would be similar to the previous number of occupiers of the unit when it was last in use as a residential care home. At that time there were 16 registered spaces along with staff. It is therefore considered that the intensity of the use would be similar to the previous care home use and the effects on neighbouring amenity (in terms of noise and general comings and goings) would be comparable. The introduction of an occupational management plan would help ensure that the use operates effectively, which would be required through the use of a planning condition. This could also be linked to arrangements managed as part of the HMO licensing regime.

Amenities of the Future Occupiers

- 8.7 All of the proposed units would comply with the requirements in the Housing Act 2004 and would also comply with the Nationally Described Space Standards. Each room would be mechanically ventilated and have at least one window allowing for natural light. Every room would have en-suite bathrooms and there would be adequate provision for kitchen and separate dining/lounge facilities for residents. Environmental Health/HMO licensing are satisfied that the proposed accommodation would meet the requisite standards that apply to HMOs
- 8.8 There would be acceptable provision of communal spaces and communal amenity space to the rear.
- 8.9 The potential noise from vehicular traffic on Brighton Road should be acceptable given the uses at neighbouring properties and previous uses at the site. However, a condition has been suggested to be attached to the decision notice to submit a noise survey prior to commencement of development to ensure the noise levels in individual rooms are acceptable.

Parking and Cycle Storage

- 8.10 The Public Transport Accessibility Level (PTAL) for the site is 5, which is considered excellent, with the site being in short walking distance of Purley Train Station and a number of bus services. Policy T8 outlines a range of car parking standards, these are maximum standards. In view of the level of public transport accessibility, the nature of the incoming use and Brighton Road being part of the TLRN, your officers

are satisfied that the provision of three on site car parking spaces is satisfactory in this particular instance.

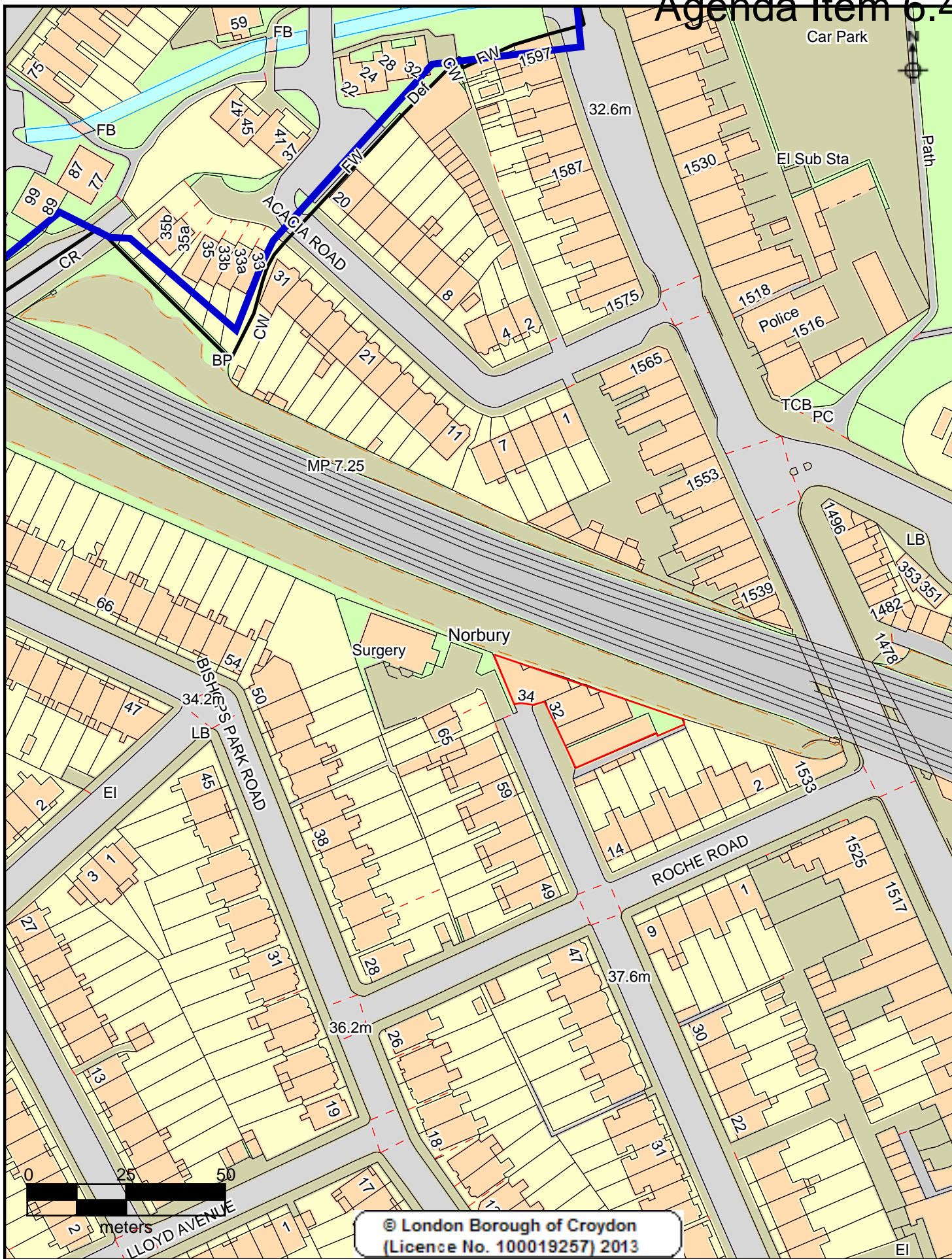
- 8.11 It is also considered that the future occupiers, given the type of accommodation that is being proposed, are less likely to be car users. Therefore, providing 3 car parking spaces in a high PTAL area is considered to be acceptable.
- 8.12 There is no information with regards to cycle stores that will be provided at the site, given the level of car parking, it is considered that cycle store details should be provided and submitted prior to the commencement of development.

Waste and Refuse

- 8.13 The proposed bin store to the front of the site is considered to be acceptable and is well within the drag distance for the Councils Waste Collection Team.

Conclusions

- 8.13 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.



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PART 6: Planning Applications for Decision

Item 6.4

1 SUMMARY OF APPLICATION DETAILS

Ref: 17/05264/FUL
 Location: 32-34 Fairview Road, Norbury, SW16 5PT
 Ward: Norbury
 Description: Demolition of existing garage and storage units on site, and the construction of a part two/part three/part four storey mixed use development consisting of 9 flats (1 x one bedroom, 7 x two bedroom and 1 x three bedroom) and x 1 commercial unit (B1(b),B1(c) and B2) with ancillary works to facilitate the proposal.
 Drawing Nos: SP01, BP02, 204 Rev A, 205 Rev A, 206 Rev A, 207,208,209,210,211
 Applicant: Stonebuild Developments Ltd
 Agent: Mr Mayur Vashee (Arc3 Architects)
 Case Officer: Matthew Carney

	Studio	1 bed	2 bed	3 bed
Flats	N/A	1 (1b2p)	7 (1x2b3p, 6x2b4p)	1 (3b5p)

Type of floorspace	Amount existing	Amount proposed
Residential	0 Sqm	426 Sqm
Commercial	495 Sqm	136 Sqm

Number of car parking spaces	Number of cycle parking spaces
1 Disabled Space	24 (18 Residential and 6 Commercial unit)

- 1.1 This application is being reported to Planning Committee at the request of Councillor Maggie Mansell and Love Norbury Residents Association. 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:
- 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) Development in accordance with the submitted plans
- 2) Details of external facing materials, including samples
- 3) Construction logistics plan (including a construction environmental management plan)
- 4) Details of hard and soft landscaping (to incorporate SUDs where appropriate) and boundary treatments

- 5) Details of balustrade and privacy screening to terrace balconies
- 6) Details of cycle and refuse storage and electronic charging point
- 7) Car parking layout to be provided as specified in the application drawings prior to occupation
- 8) 19% reduction in carbon emissions
- 9) Water usage restricted to 110 litres per person per day
- 10) Installation of water butts
- 11) Removal of existing vehicular accesses from Fairview Road prior to occupation of the development
- 12) Tree protection measures during the construction process
- 13) The development shall be carried out in accordance with the recommendations of the noise impact assessment.
- 14) Delivery and service plan prior to occupation of the commercial unit
- 15) Hours of operation of commercial unit
- 16) Restriction on future occupiers from applying for on street parking permits
- 17) Time limit of 3 years
- 18) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal
- 2) Community Infrastructure Levy
- 3) Developer to have regard to Council's Code of Practice 'Control of Pollution and Noise from Demolition and Construction Sites'
- 4) Developer to have regard to the Mayor of London's Best Practice Guidance 'The control of dust and emissions from construction and demolition'.
- 5) Wildlife protection
- 6) Network Rail Informatives
- 7) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal involves the demolition of the existing buildings and erection of a new part two/part three/part four storey building comprising a mixed use development consisting of 9 flats (1 x one bedroom, 7 x two bedroom and 1 x three bedroom) and x 1 commercial unit (B1(b),B1(c) and B2). The proposal would provide one disabled car parking space for the residential occupiers and 24 secure cycle storage spaces split between the residential and commercial uses.

Site and Surroundings

- 3.2 The application site currently comprises a collection of part single/part two storey buildings in commercial use (mixture B2/B8). The site is bounded to the north and east by the railway embankment and railway line, to the south by residential properties in Riche Road and to the west by the Fairview Medical Centre and residential properties in Fairview Road. The site has a PTAL rating of 4 and Fairview Road is within a controlled parking zone.

- 3.3 The surrounding area predominately comprises traditional two-storey terraced dwellings. The application site is located close to the Norbury District Centre and Norbury train station.

Planning History

- 3.4 The application site has been the subject of previous planning applications of relevance to this proposal including;

16/03916/GPDO – Use as 3 flats – Prior approval approved

16/05324/GPDO – Use as 3 flats – Prior approval approved

- 3.5 Pre-application advice was sought from the Council in early 2017 for the total redevelopment of the application site.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The principle of the use of the site for a mixed residential/commercial development is considered acceptable in policy terms.
- 4.2 The design, siting, scale and layout of the proposed development respects the character of the area and make efficient use of the land. The appearance respects the existing surrounding built form whilst remaining visually interesting and would use high quality materials.
- 4.3 The design, scale and massing would not harm the living conditions of the neighbouring residents. The layout of the proposal would ensure that suitable separation distances have been provided and would protect the privacy and amenity of neighbours.
- 4.4 The proposed flats would provide high quality living accommodation for future occupiers in accordance with London Plan standards.
- 4.5 The level of off street parking spaces would be suitable for number of flats proposed given the PTAL rating of the site. The provision of an electric vehicle charging point would meet the London Plan standards.

5 CONSULTATION RESPONSE / LOCAL REPRESENTATION

- 5.1 The application has been publicised by letter to the premises adjoining the application site. The number of representations received from neighbours, local groups etc. in response to notification and publicity of the application were as follows:

No of individual responses: 5 Objecting: 5 Supporting: 0

- 5.2 Councillor Maggie Mansell and Shafi Khan have raised an objection to the proposal on the basis of over development, parking pressures and impact of the construction process on local residents. In addition the Love Norbury Residents Association have objected to the proposal and their comments are included in the table below.
- 5.3 Network Rail have been consulted on the application given the proximity of the site to the railway line. They have no objection to the proposed development subject to a number of informatives that are recommended should permission be granted.

	In addition, given the high PTAL rating of the area, the impact will not be unacceptable, refer to paragraphs 6.21-6.25
<i>Highways and Transport</i>	
Insufficient parking in the area, development would impact upon parking in the area. Concerns raised about construction congestion and parking	Officers are satisfied that a suitable level of off street car parking has been provided for the development. Refer to paragraph 6.22-6.23 A Construction Logistics Plan would be secured by condition to ensure that congestion and parking of construction traffic would be controlled.
<i>Other</i>	
The GPDO approvals have no relevance to this proposal. The developer is avoiding providing affordable housing by proposing nine units. The applicant has provided details of comparative schemes that should not be compared to this proposal.	The GPDO approvals should be considered as a material consideration in the determination of this application and have been taken into account when reviewing the status of this application in planning policy terms. The local planning authority considers the application provides a suitable number of units given the constraints of the site, character of the area and the number of family sized units in the scheme is welcomed. The information provided in support of applications is assessed by the local planning authority and a decision is taken on the material as whole rather than based on individual elements of the information provided

6 RELEVANT PLANNING POLICIES AND GUIDANCE

- 6.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.
- 6.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. 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:

- Section 1: Achieving sustainable development
- Section 4: Promoting sustainable transport
- Section 6: Delivering a wide choice of quality homes
- Section 7: Requiring good design
- Section 9: Promoting sustainable transport
- Section 10: Meeting the challenge of climate change, flooding and coastal change

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

6.4 Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing Choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.17 Waste capacity
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.4 Local character
- 7.6 Architecture

6.5 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP2 Homes
- SP2.3 Choice of homes
- SP2.5 Mix of homes
- SP2.6 Quality and standards
- SP4 Urban Design and Local character
- SP4.1 High quality development
- SP6 Environment and climate change
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.6 Sustainable design and construction
- SP8.3 Making full use of public transport
- SP8.13 Electric charging infrastructure
- SP8.15 Parking

6.6 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD1 High quality and sustainable design
- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD7 Inclusive design

- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscaping
- UD15 Refuse and recycling storage
- EP1 – EP3 Pollution
- EP5 - EP7 Water – Flooding, Drainage and Conservation
- T2 Traffic Generation from Development
- T4 Cycling
- T8 & T9 Parking
- T11 Road safety
- H2 Supply of new housing
- UD9 & H10 Residential density

6.7 CLP1.1 & CLP2

6.8 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) have been approved by Full Council on 5 December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3 February 2017. The examination in public took place between 16th May and 31st May 2017. Main modifications have been received from the Planning Inspector and the Council consulted on these modification during the period 29 August – 10 October 2017.

6.9 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have now been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted and the Inspector would not ask for consultation on Main Modifications if he was going to find the whole Plan unsound. However, none of the policies that can be afforded significant weight would have a bearing on the proposal to the extent they would lead to a different recommendation. The other policies that are subject to further consultation through the Main Modifications do not outweigh the adopted policies listed here and therefore, do not lead to a different recommendation.

6.10 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact and consideration of density
3. Residential amenity of adjoining occupiers
4. Impact upon the Fairview Medical Centre
5. Housing quality for future occupiers
6. Highways and transport

7. Trees and landscaping
8. Sustainability and surface water run-off
9. Contaminated Land

Principle of development

The loss of employment/industrial floorspace

- 7.2 The Council adopts a '4-tier' approach to the retention and redevelopment of land and premises relating to industrial/employment activity, even where they are vacant or part vacant. The current use of the site as B8 and B2 means that the site falls into Category Tier 4 Scattered Employment Site as identified in Table 4.3 of the Croydon Local Plan: Strategic Policies and therefore policy SP3.2 applies. This approach is reinforced by The London Plan which identifies Croydon as a restricted borough for the managed release of industrial land.
- 7.3 In assessing the proposal in the context of Policy SP3.2 it is necessary to consider the prior approval granted in 2016 for the conversion of the B8 floorspace within the application site to residential. It is considered the Council is not able to resist the loss of B8 floorspace proposed by this application, on the basis that the applicant could implement the prior approval without any further consideration by the Council.
- 7.4 In relation to the B2 Use it is considered that the application satisfies the requirements of policy SP3.2 as a commercial unit with a greater internal area than the existing B2 unit is provided by this application. The application proposes that the unit could be used in any of the following uses Class B1 (b), B1(c) and B2 all of which would comply with permitted uses in Table 4.3. The range of uses have been considered and reduced to take into account that a B8 or D1 use may be an acceptable use of the commercial unit but further consideration on the local impacts would be necessary. It is therefore considered that the proposal achieves the expectations of the relevant policy in relation to employment use.

Housing provision

- 7.5 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 Chapter 6 of the NPPF, Policy 3.3 of the London Plan relating to increase housing stock; policy SP2.1 of the Croydon Local Plan in providing a choice of housing for all people at all stages of life in line and Policy H2 of the Croydon Unitary Development Plan in supplying new housing.
- 7.6 The proposal provides nine new homes for the borough, seven of the nine units proposed are two bed four person or three bed five person dwellings thus making an important contribution to the number of family sized units within the borough. The proposed residential use of the site is therefore supported.

Townscape and visual impact and consideration of density

- 7.7 The existing buildings on the site are a collection of single and two storey buildings that are in a relatively poor state of repair. The proposal involves the total demolition of the existing buildings and the erection of a part two, part three and part four storey building. The footprint of built form on the application site remains broadly similar to the existing situation. Whilst the new building would be taller than the existing, the

approach of stepping up the height of the proposal into the centre of the site ensures the transition between the neighbouring properties and the application site is successful.

- 7.8 A quality palette of materials providing a mixture between traditional and contemporary ensures that the proposed building fits within the context of the area. The variation in brickwork to create visual interest particularly in the large flank wall facing the medical centre and above and below windows within the front elevation is considered to be successful in breaking up the massing of the building. It is recommended that a condition requiring submission of samples to be submitted to the Council for approval is appropriate. It is also recommended that details of hard and soft landscaping are submitted including reinstating a kerb for the majority of the sites frontage prior to occupation of the development.
- 7.9 In terms of density, it should be noted that for an urban site with a PTAL rating of 4, the London Plan suggests that the appropriate density should be between 200-700 hr/ha. The site area measures 0.06 hectares in size and there would be 28 habitable rooms in total. The proposal would have a density of 451 hr/ha which would be within the threshold. However, it should be pointed out that density is only one consideration when determining the suitability of a scheme and considering all aspects of character, the scheme would have an acceptable impact on the local area.
- 7.10 Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Residential amenity of adjoining occupiers

- 7.11 The main impact of the proposal would be on the adjoining properties in Roche Road and Fairview Road.
- 7.12 The properties on Roche Road are located approximately 15m from the two storey side elevation of the proposed building. There are no windows within the side elevation ensuring that, subject to an appropriate level of screening on the proposed balconies, the proposal will not result in any overlooking of the rear elevations and amenity spaces of the properties on Roche Road. Whilst the proposal does increase the mass of the buildings present on the site and result in the loss of some existing trees, it is sympathetically designed to 'step up' in height away from the boundary of the site and therefore the building will not result in an unacceptable visual impact for the properties on Roche Road. Given that properties in Roche Road are located to the south east of the application site, there will not be any unacceptable overshadowing.
- 7.13 The properties on Fairview Road are located to the south west of the application site on the opposite side of Fairview Road. It is considered that sufficient distance exists between the application site and these properties to ensure that any impact upon the properties would not be sufficiently harmful to warrant refusal.
- 7.14 Whilst it is accepted that the development will result in an intensification in the use of the site, given that the site has been in commercial use for a significant period of time it is not considered the proposed development would result in a harmful level of undue noise, light or air pollution.

Impact upon Fairview Medical Centre

- 7.15 The Fairview Medical Centre is located immediately to the north west of the application site and the access to the medical centre and its car park is adjacent to the site on Fairview Road. The medical centre and Croydon CCG are concerned about the impact of this proposal on the operation of the medical centre during and after construction of the proposed building, their concerns predominately relate to maintaining safe access, a reduction in the level of available car parking in the vicinity and the building will dominate the street. The medical centre considers that the proposal has the potential to put at risk their future in this location.
- 7.16 It is acknowledged that Fairview Medical Centre has a valued role in providing medical care for a significant number of people in the local area, however, it is considered that subject to suitable mitigations the development can be constructed without having a detrimental impact upon the operation of the medical centre. Taking the impact of the construction phase of the development, it is recommended to apply a condition requiring a construction logistics plan to be submitted prior to any works being undertaken on the site. A construction logistics plan sets out matters including working hours on site, when and how deliveries should be undertaken including facilities for the loading and unloading of plant and materials and parking for site operatives. It is considered that subject to tight controls set out in an appropriate construction logistics plan the impact of construction can be successfully mitigated. Turning to the other matters raised by the medical centre including car parking and the size of the building it is considered these matters are addressed elsewhere in this report.

Housing quality for future occupiers

- 7.17 The proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS) and all units are in excess of the minimum GIA requirements as set out in the NDSS.
- 7.18 The internal layouts would be acceptable with adequate room sizes and each flat has a dual aspect. The site is located in close proximity to the railway line and therefore a noise impact assessment has been submitted to demonstrate that subject to suitable mitigations the living environment will not be unacceptably harmed by the noise generated by the railway. Turning to the amount of daylight and sunlight received by each flat, a detailed assessment has been provided by the applicant which confirms that "the proposed design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight'".
- 7.19 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings with the requirement increasing by 1sqm per additional occupant. Each unit is provided with required level of amenity space either with private gardens or as balconies.
- 7.20 The proposal is considered to result in a high quality development offering a variety of housing types all with adequate amenities and a good standard of accommodation for future occupiers.

Highways and transport

- 7.21 The site is located within an area of good public transport accessibility (PTAL level 4 on a scale of 1a-6b where 6b is the most accessible). The site is well located for bus

routes and in close proximity to Norbury Train Station which is approximately a 5 minute walk from the site.

- 7.22 The site is within an established Controlled Parking Zone (CPZ) and one disabled car parking space is provided for the proposed flats (this parking space will be provided with an electronic charging point). The Strategic Transport Team are satisfied with the level of car parking provision subject to a condition to restrict any future occupiers of the flats (with the exception of disabled persons) from applying for parking permits within the CPZ. This will ensure that the scheme does not result in an unacceptable level of parking within the vicinity of the application site and conforms to the Council's policy of encourage sustainable forms of transport.
- 7.23 In relation to the proposed commercial unit, no car parking provision is provided which is considered acceptable by the Council's Strategic Transport Team given the good accessibility of the area. It is considered appropriate to apply a condition that requires the submission of a delivery and service plan prior to the occupation of the unit. This will allow the Council to consider the acceptability of the proposed arrangements to ensure that neighbouring occupiers do not experience disruption.
- 7.24 Details on cycle storage have been provided and demonstrate that the application proposes a sufficient level of cycle parking for the proposed uses, the ground floor residential units have innovatively used internal storage space which is considered an acceptable solution in providing cycle storage without detrimentally impacting upon available amenity space and the streetscene.
- 7.25 The bin storage is located internally within the building and is separated between residential and commercial uses. Both bin stores are located inside the 20 metres from the highway requested by the Council's waste management and considered sufficient to accommodate the waste and recycling generated by the proposal.

Trees and landscaping

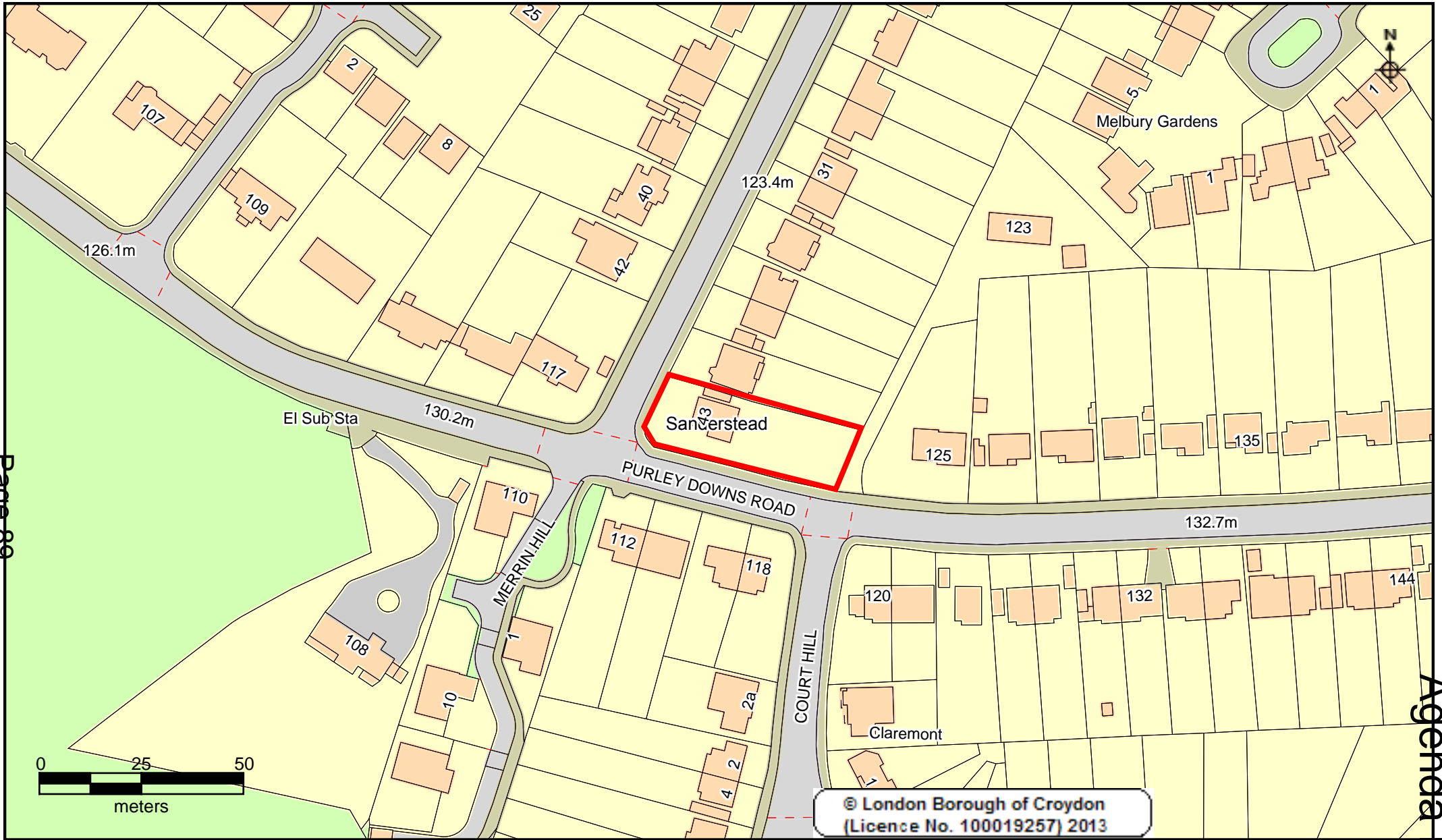
- 7.26 The trees along the south-eastern boundary will need to be removed to facilitate the development, the nine trees have been assessed and are considered to be Grade C in terms of their quality and life expectancy. There are also six trees proposed to be removed along the northern boundary of the site, however, the seven trees that are retained and will continue to provide a screen between the development and the railway line. The Council's Tree Officer has been consulted on the proposal and is satisfied with the works proposed given the low quality of the trees proposed to be removed. Network Rail have also been consulted on the proposal and raise no objection subject to the applicant entering into an agreement with them before works begin.
- 7.27 A scheme for hard and soft landscaping will be secured by condition and will provide some mitigation for the loss of the existing trees/shrubs.
- 7.28 The application site is not near an area of special scientific interest or a site of nature conservation value. With regard to wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

Sustainability and Surface Water Run-Off

- 7.29 Conditions would secure a 19% carbon dioxide emission reduction and a water use target of 110L per head per day thereby meeting sustainability targets.
- 7.30 The site is outside of an area at risk of surface water flooding, but is within the critical drainage area. The site in its existing condition is covered by buildings and hard standing therefore this proposal has the potential to improve the current situation through the use of the soft landscaping and water butts attached to downpipes on the proposed building. Given the scale of the proposed development, officers are satisfied that this matter can be adequately addressed with by condition.

Conclusions

- 7.31 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, and sustainability matters. Thus the proposal is considered in general accordance with the relevant polices.
- 7.32 All other relevant policies and considerations, including equalities, have been taken into account.



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PART 6: Planning Applications for Decision

Item 6.5

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 17/05464/FUL
 Location: 43 Downsway, South Croydon CR2 0JB
 Ward: Sanderstead
 Description: Demolition of existing dwelling and the erection of two storey building with accommodation in roof space and basement, containing 2 x one bedroom, 2 x two bedroom and 3 x three bedroom flats with associated access, 5 parking spaces, cycle storage and refuse store
 Drawing Nos: BX28-S1-101; BX28-S1-102; BX28-S1-103; BX28-S1-104; BX28-S1-105; BX28-S1-106; BX28-S1-107; BX28-S1-108; BX28-S1-109; BX28-S1-110 and BX28-S1-111;
 Applicant: Mr Rafael Porzycki (Aventier Ltd)
 Agent: N/A
 Case Officer: Robert Naylor

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	2	2 (3 person)	3 (4 person)	0

All units are proposed for private sale

Number of car parking spaces	Number of cycle parking spaces
5 (including one disabled space)	14

1.1 This application is being reported to committee because the ward councillor Lynne Hale has made a representation in accordance with the Committee Consideration Criteria and requested committee consideration and objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

Conditions

- 1. Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2. Materials to be submitted
- 3. Details of Refuse/Cycles/Boundary/Electric vehicle charging point to be submitted
- 4. Car parking provided as specified
- 5. No additional windows in the flank elevations
- 6. Hard and soft landscaping to be submitted to incorporate SuDS
- 7. 19% Carbon reduction
- 8. 110litre Water usage

9. Permeable forecourt material
10. Protect Street Tree
11. Visibility Splays
12. Construction Logistics Plan to be submitted
13. In accordance with details of FRA
14. Time limit of 3 years
15. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 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:

- Demolition of existing detached house
- Erection of a two storey building with accommodation in roofspace and basement
- Provision of 2 x one bedroom flats 2 x two bedroom flats and 3 x three bedroom flats fronting Downsway.
- Provision of 5 off-street spaces with associated access via Downsway.
- Provision associated refuse/cycle stores

Site and Surroundings

3.2 The application site is a large detached bungalow located on the eastern side of Downsway at the junction with Purley Downs Road. The topography of the site slopes down from south to north with the property located below Purley Downs Road. Given the corner location the property benefits from a number of public vantage points and is a located in a prominent position. The PTAL in this area is 1A (poor) and the site is located in an area of flood risk from surface water.

3.3 The surrounding area is mainly residential area and comprises a number of semi-detached and detached properties. There is no distinct style in regard to the surrounding properties although many of the properties do have gabled treatments fronting the road and the majority of these properties appear to be single family dwellinghouses, rather than flatted development.

Planning History

3.4 In terms of recent planning history the following applications are considered relevant:

- Planning permission (Ref: 12/01495/P) was refused in July 2012 for a single storey rear extension as the development would be detrimental to the amenities of the occupiers of adjoining property by reason of its size and siting resulting in loss of light and visual intrusion.

- Planning permission (Ref: 12/02278/P) was approved in October 2012 for a single storey rear extension as the scheme addressed the previous concerns of the Council.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- 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 10 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, MPs, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 46 Objecting: 46 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:

- Not in keeping with the surrounding area
- Over development
- Over-intensification
- Out of character
- Density is too high
- Negative impact on amenities
- Loss of light
- Loss of trees and vegetation
- Poorly designed
- Inadequate parking spaces
- Increase in traffic
- Impact on road safety
- Loss of privacy/overlooking

- Increase in noise and disruption
- Increase impacts on local infrastructure
- Description of the development is misleading

6.3 Ward Councillor Lynne Hale has made the following objection to the scheme:

- Over-intensification of this corner site
- Out of character with nearby properties
- The proposed increased density exceeds the 150 – 200 hr/ha proposed density matrix in The London Plan
- Loss of green areas such as hedges and loss of grass/vegetation to increased hard standing
- Detrimental to the amenities of the property at 41 Downsway due to its visual dominance and loss of light
- Concerns about the proposed access as has poor visibility

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan: Strategic Policies 2013 (CLP1), the Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- Promoting sustainable transport;
- Delivering a wide choice of high quality homes;
- Requiring good design.

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

7.4 Consolidated London Plan 2015

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood risk management

- 5.13 Sustainable drainage
- 5.16 Waste net self sufficiency
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.6 Architecture

7.5 Croydon Local Plan: Strategic Policies 2013 (CLP1):

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.5 Mix of homes by size
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP6.1 Environment and climate change
- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 & SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking

7.6 Croydon Replacement Unitary Development Plan 2006 Saved Policies 2013 (UDP):

- UD2 Layout and siting of new development
- UD3 Scale and design of new buildings
- UD6 Safety and security
- UD7 Inclusive design
- UD8 Protecting residential amenity
- UD13 Parking design and layout
- UD14 Landscape design
- UD15 Refuse and recycling storage
- T2 Traffic generation from development
- T4 Cycling
- T8 Parking
- H2 Supply of new housing

7.7 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

7.8 The Partial Review of Croydon Local Plan: Strategic Policies (CLP1.1) and the Croydon Local Plan: Detailed Policies and Proposals (CLP2) was approved by Full Council on 5th December 2016 and was submitted to the Planning Inspectorate on behalf of the Secretary of State on 3rd February 2017. The examination in public took place between 16th May and 31st May 2017. Main modifications have been received

from the Planning Inspector and the Council are consulting on these modification during the period 29th August – 10th October 2017.

- 7.9 According to paragraph 216 of the NPPF, relevant policies in emerging plans may be accorded weight following publication, but with the weight to be given to them is dependent on, among other matters, their stage of preparation. Now that the main modifications to CLP1.1 and CLP2 have been published for consultation, there are certain policies contained within these plans that are not subject to any modifications and significant weight may be afforded to them on the basis that they will be unchanged when CLP1.1 and CLP2 are adopted.

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Residential amenity for neighbours
5. Access and parking
6. Sustainability and environment
7. Trees and landscaping
8. Other matters

Principle of Development

- 8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The application is for a flatted development providing additional high quality homes within the borough, which the Local Planning Authority (LPA) is seeking to promote. Furthermore the scheme would provide 3 x three bedroom units, which the borough has an identified shortage of and is seeking to provide.
- 8.3 The site is located within an existing residential area and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.

Townscape and Visual Impact

- 8.4 The existing unit does not hold any significant architectural merit and therefore demolition can be supported. Representations have been made in respect to the description of the development and that it should be defined as a four storey development. The proposal would consist of units being located within a basement level and the roofspace, the appearance of the property from the front would be akin to a two storey property, but given that the eaves and ridge heights are similar to the adjoining property at number 41 Downsway.
- 8.5 Furthermore, given that the topography slopes down from south (Purley Downs Road end) to the north which the proposal takes advantage of, the ridge height would be akin to the adjoining property as such not visually intrusive, providing a development that reads more as a large detached house rather than a “block of flats” and as such would not appear out of keeping in the character of the surrounding area.

- 8.6 The design of the building incorporates a traditional styled appearance consisting of two gables to the front elevation and two bay elements in order to appear in keeping with the main streetscene with appropriate materials (plain clay hung tiles, render, white timber framed windows and clay roof tiles which can be secured through a condition) with an adequate balance between brick and glazing and appropriate roof proportions.
- 8.7 The overall height of the proposal would be similar to the adjoining property at number 41 Downsway and would be an acceptable relationship between eaves and ridge heights. As with the surrounding and existing properties, the proposed building would be centrally located within the site setting ensuring that the development does not appear overly cramped in its plot. The appearance of the development from the street scene is therefore acceptable.
- 8.8 The application site has a generous rear garden which is not visible from the public highway or any public vantage points. The rear of the site including the partially subterranean section would have limited visual impact on the character of the locality due the limited public view.
- 8.9 The boundary will continue to be landscaped which would be in keeping with the area. Whilst it is acknowledged that the front of the site would be given over to hard-standing to allow for off street parking for the new dwellings, this is a feature of the surrounding area and there are areas of soft landscaping at the ground floor and along the boundary of the site to soften the appearance. This would reflect the arrangement of the neighbouring buildings and would be acceptable.
- 8.10 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1a and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) and the proposal would be in excess of this range at 258 hr/ha. However, the London Plan further indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context, design and transport capacity. These considerations have been satisfactorily addressed, and the London Plan provides sufficient flexibility for such higher density schemes to be supported. Furthermore, it is significant that the New London Plan (currently out to consultation) removes reference to the density matrix, focussing on intensification of the suburbs as a means to achieve housing numbers.
- 8.11 The scale and massing of the new build will generally be in keeping with the overall scale of development found in the immediate area and the layout of the development respects the pattern and rhythm of neighbouring area, and would result in a high quality design. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.12 Units 4-7 of the proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). However, units 1-3 which are the three bedroomed units are fractionally under the minimum GIA requirements as set out in

the NDSS by approximately 3sqm. Nevertheless, the internal layouts of the three bedroomed units are on balance acceptable with adequate room sizes and a large open plan living, kitchen and dining area and unit 1 includes the provision of a large 45sqm private amenity space. These still provide good quality accommodation and on balance a refusal on 3sqm is not justified.

- 8.13 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. Units 1, 4 and 5 have access to private amenity space in excess of minimum standards, whilst the remaining properties have access to the communal gardens at the rear of the site.
- 8.14 In terms of accessibility, level access would be provided to the front door and there is a lift installed in the property for access from the lower ground floor level to the upper floors, ensuring that the proposal is fully accessible. A disabled space is proposed for the parking area.
- 8.15 The development is considered to result in a high quality development offering a variety of housing types including 3 x three bedroom units all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.16 The properties that have the potential to be most affected are the adjoining property at 41 Downsway and the property at the rear of the site at 125 Purley Downs Road.

Impact on 41 Downsway

- 8.17 The front building line of the proposal has been set back behind the existing building line and seeks to replicate the same building line as the adjoining property to provide more consistency with the existing property at 41 Downsway. There is an increase in the depth of the proposal from that which currently exists of approximately 1.3m. Given that the scheme has been set off the boundary by 1.8m and 41 Downsway is approximately 1.0m from the boundary this increase is not excessive. Furthermore the scheme would pass the 45 degree BRE test for loss of light to the rear elevation windows.
- 8.18 The main building will be set off both adjoining properties (1.8m to the north and 2.5m to the south boundary) and the main new bulk of the proposal would be experienced at the rear of the site. There is an adjoining blockwork wall and vegetation along the boundary, which should mitigate any issues of overlooking from the rear ground floor windows as the basement windows will not have any impact.
- 8.19 The flank elevation of 41 Downsway does contain four obscurely glazed windows serving dining and living rooms on ground floor (dual aspect) and front and rear bedrooms on the first floor which again are dual aspect as well as additional side windows and bays to the front and rear. Nevertheless, given the fact that there are no windows on the first floor and the rooflights are high level it is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. Nevertheless it is considered prudent to condition the application to the proposed fenestration to ensure that any future overlooking is mitigated along the flank elevations.

8.20 Whilst there would be a degree of overlooking as a consequence of the rear fenestration, this is not uncommon in a suburban location. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

Impact on 125 Purley Downs Road

8.21 Given the separation between this property and the proposal is in excess of 40m and the significant landscaped boundary located between these properties, this relationship is acceptable.

8.22 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

Access and Parking

8.23 The location has a PTAL level of 1a which indicates poor level of accessibility to public transport links, although the site is within a close walking proximity of bus service route 359 introduced recently and reasonable distance of bus route 403. The introduction of the new bus service could improve the above rating.

8.24 The parking is generally unrestricted in the surrounding roads with spare capacity on street. Five parking spaces are proposed for the residents including a disabled bay, and the scheme will retain the existing access on Downsway for access and egress. Vehicles are able to access and exit the site in forward gear.

8.25 The Strategic Transport team has no objection in principle, despite the proposal not meeting the 1:1 parking ratio, as the scheme would promote sustainable travel in the borough. 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.

8.26 Cycle storage facilities would comply with the London Plan (which would require 14 spaces) as these are secure and undercover. However, consideration should be given to a more conventional layout with cycles attached to stands as it is sometimes difficult for wall stands to be used. There is scope for the space allocated for cycles and bin storage to be used more effectively, as such further details of these can be secured by way of a condition.

8.27 Concerns have also been expressed in regard to the amount and type of excavation required at the site and further details are required as part of a construction method statement. 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.

Environment and sustainability

8.28 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.

8.29 The site lies within a critical damage flood risk area and is sloping. Given the areas for landscaping there are opportunities for SuDS to be located in the communal areas. Officers are satisfied that these issues can be dealt with by condition. Furthermore a Flood Risk Assessment has been submitted with mitigation measures included and these can be conditioned as part of any approval.

Trees and landscaping

8.30 There are no trees on site subject to a tree preservation order, and the Council's Tree Officer raises no objection to the development subject to a suitably worded condition secured through the landscaping condition. The development would therefore have an acceptable relationship with trees on site and in neighbouring gardens.

8.31 There is a street tree located at the front of the site, and it would be prudent to protect this during the construction phase which can be secured by way of a condition.

8.32 The application site is not near an area of special scientific interest or a site of nature conservation value. From the officer's site visit, there is no evidence to suggest that any protected species are on site and as such further surveys are not deemed necessary.

8.33 With regard to wildlife, it is recommended for an informative to be placed on the decision notice to advise the applicant to see the standing advice by Natural England in the event protected species are found on site.

Other matters

8.34 Representations have raised concern that construction works will be disruptive and large vehicles could cause damage to the highway. Whilst it is acknowledged that the site could reasonably be accessed from Downsway, it would be prudent to control details of construction through the approval of a Construction Logistics Plan. Overall however, it is not considered that the development would affect highway safety along the access road.

8.35 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

8.36 The principle of development is considered 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.

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

PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning matters, other than planning applications for determination by the Committee and development presentations.
- 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 The following information and advice applies to all those reports.

2 FURTHER INFORMATION

- 2.1 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.

3 PUBLIC SPEAKING

- 3.1 The Council's constitution only provides for public speaking rights for those applications being reported to Committee in the "Planning Applications for Decision" part of the agenda. Therefore reports on this part of the agenda do not attract public speaking rights.

4 BACKGROUND DOCUMENTS

- 4.1 For further information about the background papers used in the drafting of the reports in part 7 contact Mr P Mills (020 8760 5419).

5 RECOMMENDATION

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

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