

PART 6: Planning Applications for Decision**Item 6.2****1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/00611/FUL
 Location: The Former Queens Arms, 40 Portland Road and 5-7 Doyle Road
 South Norwood, London, SE25 4PQ
 Ward: Woodside
 Description: Demolition of existing buildings and structures: Erection of a part three and part four storey building to provide a ground floor commercial unit (Use Class A1 / A2 / A3 / B1), 59 student rooms and associated facilities.
 Drawing Nos: PL(20)101 Rev A, PL(20)102 Rev A, PL(20)103 Rev A, PL(20)104 Rev A, PL(20)105 Rev B, PL(20)106 Rev A, PL(20)107 Rev A, PL(20)108 Rev A, PL(20)109 Rev A, PL(20)200 Rev B, PL(20)201 Rev A, PL(20)202 Rev A, PL(20)300 Rev A and PL(20)301 Rev A
 Applicant: Event Investments Ltd
 Agent: CMA Planning
 Case Officer: Mr White

	Single bed	Double bed
Rooms	55	4

Number of car parking spaces	Number of cycle parking spaces
0	33

- 1.1 This application is being reported to Planning Committee because a 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:

- A. The prior completion of a legal agreement to secure the following planning obligations:
- a) Occupation by students only and from limited list of institutions.
 - b) Public realm improvements, access and maintenance.
 - c) Local Employment and Training Strategy
 - d) Local Employment and Training Contributions – Construction £8,233 / Operation £2,272
 - e) Carbon offset contribution - £132,660
 - f) Off site EVCP car club space (and any associated implementation / compensation costs) and 3 year membership for all units
 - g) Parking permit restrictions
 - h) Relevant monitoring fees
 - i) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport

- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.
- 2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) Submission of materials
- 2) Hard and soft landscaping
- 3) Details of community notice board, public seating photovoltaic panels and external cycle storage facilities to be submitted for approval and retained.
- 4) Retention of cycle parking/refuse storage.
- 5) Restricting use of roof areas
- 6) Second floor south facing windows partially obscured
- 7) Obscure glazing to corridor, stairwell and store room windows
- 8) Construction Logistics Plan
- 9) Delivery and Servicing Plan, including waste collection by a private company.
- 10) Existing accesses closed
- 11) Travel Plan
- 12) Secure 35% reduction in carbon dioxide emissions
- 13) Water consumption limit
- 14) Compliance with the measures identified in the air report
- 15) Details regarding possible future extraction/ventilation systems in relation to the A3 use
- 16) Contamination
- 17) Surface urban drainage system
- 18) In accordance with drawings
- 19) Commencement time limit
- 20) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport, and

Informatives

- 1) CIL
 - 2) Site notice removal
 - 3) Subject to Section 106 agreement
 - 4) Croydon code of Construction
 - 5) Information from Thames Water
 - 6) Any [other] informative(s) considered necessary by the Director of Planning
- 2.4 That the Planning Committee confirms that it has paid special attention to the desirability of preserving or enhancing the character and appearance of the South Norwood Conservation Area as required by Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2.5 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

- 2.6 That, if by 1 March 2019 the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal comprises the following;

- Demolition of existing buildings
- Erection of a 3/4 storey building to provide student accommodation (59 rooms) and a commercial unit (70 sq m)
- Small lobby and reception area on ground floor.
- The building would have two distinct sections: a 4 storey block fronting Portland Road and a 3 storey block fronting Doyle Road.
- Soft landscaping fronting Doyle Road.
- Introduction of seating, tree and notice board at the Doyle Road / Portland Road junction.
- Lower floors to be finished in brick and the upper floor in standing seam zinc.
- The scheme has been designed in collaboration with Scape Student Living, an experienced operator of student accommodation. Established in 2007, Scape has delivered over 3,000 student bedspaces in London and the south-east.

Site and Surroundings

- The site has an area of 0.08ha
- The site is located on the south-western side of Portland Road (designated as a London Distributor Road) on the corner with Doyle Road.
- The site adjoins the South Norwood Conservation Area and lies outside of the South Norwood District Centre.
- The buildings on site comprise a vacant two storey public house with an area to the front previously used for car sales and a vacant single storey detached outbuilding with a last known use as car repairs at the rear of the site.
- Portland Road comprises a mix of retail and residential uses at ground floor and residential uses above. Properties on Doyle road are primarily 2 storey houses (south side) or 3 storey flatted developments (north side).
- Adjacent to the site on Doyle Road is a long bus stop. On the junction between Portland and Doyle Road and at the end of the site are dropped kerbs to allow vehicular access.
- To the rear is an open area of land.

Planning History

- 3.2 The following planning decisions are relevant to the application:

12/01114/P Demolition of existing buildings; erection of three/four storey building comprising a 58 room hotel (Use Class C1) with associated accommodation; widening of an existing vehicular access onto Doyle Road and provision of associated parking.
Refused on 25 March 2013 on grounds of the scheme being detrimental to the visual amenity of the street scene by reason of its siting and

massing.

Appeal dismissed with the Inspector concluding that the scheme would be harmful to the overall character and appearance of the area. (ref:APP/L5240/A/13/2205854)

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The loss of the derelict and long term vacant employment site and public house is acceptable. The London Plan encourages a more dispersed distribution of student accommodation taking into account development and regeneration potential in accessible locations away from the areas of greatest concentration in central London and is therefore an acceptable use in this highly accessible location. Whilst outside of the district centre, the commercial unit is small and provides an important active frontage function and therefore on balance is acceptable.
- 4.2 The height and massing of the building has been assessed in relation to its impact from both streets and has been found to be satisfactory. The appearance and detailed façade treatment of the buildings is considered to be high quality, displaying an appropriate response to the surrounding characters. The NPPF states that developments should be of a high quality design and conserve or enhance the historic environment. Soft landscaping and a small public realm area will be create providing a welcome and positive attraction within the area. The proposed scheme succeeds in meeting these expectations and preserves the character and appearance of the local area including the adjoining Conservation Area.
- 4.3 There are some neighbouring buildings that are impacted in relation to sunlight and daylight, however, these impacts would not be to such an extent to cause an unacceptable degree of harm to existing occupiers or to warrant a refusal of the scheme. The development would also provide a good standard of accommodation for future students.
- 4.4 With suitable conditions (which are recommended) to secure mitigation, the development is considered acceptable with regards to its environmental impacts, specifically in relation to air quality impacts and land contamination. The building would have a sustainable construction, meeting all of the relevant sustainability standards.
- 4.5 The site has high accessibility to public transport links and an off site car club space would be secured by a legal agreement, as such the zero parking approach is acceptable and there are no other highway or traffic concerns regarding the proposed scheme. The provision of cycle parking within this site is also acceptable.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 5.2 The following were consulted regarding the application:

LLFA (Statutory Consultee)
- 5.3 No objection, subject to condition.

North Croydon Conservation Area Advisory Panel (Consultee)

- Objection, not different to previous refusal.
- Over dominant and massing would neither preserve nor enhance the conservation area.
- Unsuitable for use as student accommodation due to the absence of any communal areas, inadequate catering facilities and no amenity space.

Thames water (Consultee)

- 5.4 No objection in relation to both waste water and water impacts. Suggests informatives relating to the following; approval from Thames water if discharging to a public sewer, proximity to underground waste water assets, working near or diverting pipes and minimum pressure.

6 LOCAL REPRESENTATION

- 6.1 Letters were sent to adjoining occupiers inviting them to comment. 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: 14 Objecting: 7 Supporting: 6 Comment: 1

No of petitions received: 0

- 6.2 Representations have been made from the following local groups/societies:

- Norwood Society (objects)
- People for Portland Road (supports)

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

Summary of objections	Response
Not in Keeping with the area and obtrusive by design	Refer to paragraph 8.18 - 8.20 of this report
Over Development	Refer to paragraph 8.18 - 8.20 of this report
Excessive mass and bulk detrimental to Conservation Area	Refer to paragraph 8.20 of this report
Overlooking / Loss of privacy	Refer to paragraph 8.22 – 8.24 of this report
Loss of light / overshadowing	Refer to paragraph 8.25 – 8.29 of this report
Noise	Refer to paragraph 8.30 of this report
No university in Croydon	Refer to paragraph 8.6 – 8.7 of this report

Where will parking be accommodated	Refer to paragraph 8.34 of this report
Traffic	Refer to paragraph 8.34 of this report
Impact on trees	Refer to paragraph 8.42 of this report
Apart from occupants same as previous refusal	Refer to paragraphs 8.12 and 8.14 of this report
Not enough refuse storage	Refer to paragraph 8.36 of this report
Not high end	Refer to paragraph 8.20 of this report
Missing some other student facilities e.g. laundry room/study/kitchen/seating	Refer to paragraph 8.32 – 8.33 of this report
Prefer 2, 3 and 4 bed housing, but if student accommodation it should be used by students and legally secured.	Refer to paragraph 8.9 this report
Not sufficient infrastructure to support	The Community Infrastructure Levy applied to new developments in Croydon deliver infrastructure to support the development.
Summary of Support	
Provide valuable footfall to local businesses	
Support change to derelict site	
Current site makes Portland road look rough and unappealing	
Support student housing	

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 2016, the Croydon Local Plan 2018 and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. 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:
- Delivering a sufficient supply of homes.
 - Promoting healthy and safe communities
 - Promoting sustainable transport;
 - Making effective use of land

- Achieving well designed places
- 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):

- 3.1 Ensuring equal life chances for all
- 3.2 Improving Health
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.15 Water use and supplies
- 5.21 Contaminated land
- 6.3 Effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage assets
- 7.14 Improving Air Quality
- 7.15 Reducing and managing noise
- 7.21 Trees and Woodland
- 8.2 Planning obligations
- 8.3 Community infrastructure levy

7.5 Croydon Local Plan 2018

- SP1.1 Sustainable Development
- SP1.2 Place making
- SP1.3/SP1.4 Growth
- SP2.2 Quantities and locations
- SP3.2 Employment – retention and redevelopment
- DM8 Development in edge of centre and out of centre locations

- SP3.14 Employment & Training
- SP4.1-4.2 Urban Design and Local Character
- SP4.7-4.10 Public Realm
- SP4.12-13 Character, Conservation and Heritage
- DM10.6-10 Design and Character
- DM11.1 Shopfront design and security
- DM13 Refuse and recycling
- DM14 Public art
- DM18.1 Character, appearance and setting of heritage assets
- DM18.2 Proposals affecting heritage assets
- DM18.4 Conservation Areas.
- DM21 Protecting Public Houses
- SP6.1 Environment and Climate Change
- SP6.2 Energy and CO2 Reduction
- SP6.3 Sustainable Design and Construction
- SP6.4 Flooding
- DM23 Development and construction
- DM24 Land contamination
- DM25.3 Sustainable drainage systems
- SP7.4 Biodiversity
- DM27 Protecting and enhancing our biodiversity
- DM28 Trees
- SP8.3-8.4 Development and Accessibility
- SP8.6 Sustainable Travel Choice – pedestrians
- SP8.7 Sustainable Travel Choice – cycle
- SP8.12-13 Motor Vehicle Transportation
- SP8.15 Parking
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- DM47.1 South Norwood and Woodside

7.6 According to paragraph 48 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. The emerging London Plan has been published for public consultation (1 December 2017 – 2 March 2018). An examination in public is scheduled for Autumn 2018. Given the stage of preparation the policies within the emerging London Plan are given limited weight.

7.7 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016
- Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy – Review 2017 (June 2017)
- SPD 3 – Designing for Community Safety

7.8 There are relevant adopted Conservation Area Appraisals and Management Plans as follows:

- Conservation Area General Guidance
- South Norwood Conservation Area Appraisal and Management Plan

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use Policies
2. Townscape and impact adjoining South Norwood Conservation Area
3. Amenities of adjoining and future occupiers
4. Transport
5. Sustainability
6. Environment

Land Use Policies

Loss of employment land

8.2 The car repairers fronting Doyle Road, although vacant, has an existing lawful use for employment purposes. As the site is outside of an employment area and the South Norwood District Centre, this aspect is protected by Policy SP3.2.

8.3 It was accepted on the previous planning application, 12/01114/P, that the structures at the rear of the site have been unused for many years and their semi-derelict condition was unsuitable for re-occupation. At the time of that application the rear employment portion of the site had been advertised / marketed over the previous five years; however, due to the condition of the building and disproportionate costs that would be associated with bringing it back to an occupiable condition there was no interest in the site business or industrial uses. The condition of these units has deteriorated over the past 6 years, making it less attractive. In addition this area of the site sits close to neighbouring residential properties and their re-use would be likely to prejudice local amenity. Given the above the loss of the employment component of the site is acceptable.

Loss of public house

8.4 Policy DM21 states that the Council will not grant planning permission for the demolition or change of use of a public house which displays the characteristics of a community pub such as: space for organised social events, meeting rooms, performance spaces, room for hire (appropriately sound proofed), ancillary facilities (e.g. skittles alley, children's play area) and associated clubs and teams.

8.5 The Queens Arms public house is not listed as an Asset of Community Value and has been vacant and boarded for the last 12 years. On that basis the Queens Arms does not present the characteristics of a community pub and its loss is acceptable. Furthermore, there are only a small amount of representations against the scheme, with almost as many in support, further demonstrating that there is little community support for retaining a public house on this site.

Provision of student accommodation and commercial space

8.6 The London Plan shows that the requirement for purpose built student accommodation (PBSA) over the 10 years to 2025, including the unmet demand, could be for 20,000 – 31,000 places. This proposal would go towards meeting that demand.

- 8.7 The London Plan also encourages a more dispersed distribution of future provision taking into account development and regeneration potential in accessible locations away from the areas of greatest concentration in central London. This proposal would also support this way of addressing the placement of student accommodation.
- 8.8 The NPPF states that there is not a requirement for affordable housing if the proposal is for purpose built student housing. Within the London Plan the requirement for affordable student accommodation will apply when a provider of student accommodation does not have an undertaking with a specified academic institution that specifies that the accommodation will be occupied by students of that institution. To avoid confusion an “undertaking” is a nominations agreement between a provider of Purpose Built Student Accommodation (PBSA) and one or more academic institutions.
- 8.9 Para 3.53B of The London Plan (2016) states that, “student accommodation should be secured as such by planning agreement or condition relating to the use of the land [as student accommodation] or to its occupation by members of specified educational institutions”. It has been confirmed with the applicant that the legal agreement will secure consent for occupation by students only and from a selection of Universities across London. On this basis the development would be exempt from the affordable student accommodation requirement.
- 8.10 A sequential test has not been undertaken for the commercial unit, but this is of a modest size, and given its location immediately adjacent to the designated town centre, is unlikely to have a material impact on the vitality of the centre. Moreover, Policy DM47 of the Croydon Local Plan identifies the stretch of Portland Road between South Norwood and Woodside Green as having an ‘urban shopping area’ character with which the proposal would be consistent. A commercial unit in this location also plays an important role in creating an active frontage as the public house did before it became vacant. In addition, it has been reported by the applicant that during the pre-application public consultation it was very clear from local stakeholders that the community wishes to see a separate unit to the Portland Road frontage and the current scheme reflects these views.

Townscape and impact adjoining South Norwood Conservation Area

- 8.11 Whilst the public house had some visual merit it does not sit well within the existing townscape, is not listed and is in a poor state of repair. The work units to the rear are of little visual merit. Accordingly, subject to a good quality replacement, the loss of these building would be acceptable, particularly as it would allow for a scheme that addresses the two distinct architectural characteristics of Portland Road and Doyle Road.
- 8.12 It is clear that the scheme in terms of its visual appearance, layout, and general scale is very similar to the previously refused, 12/01114/P, as can be seen below (12/01114/P on the left and current scheme on the right).



8.13 It is therefore important to consider the key comments from the Inspectors decision and therefore the basis of the dismissed appeal. The key comments are as follows;

‘The top floor would be set back about 1m from the lower floors and its zinc clad exterior would suggest a more lightweight structure; however I consider that these measures would not disguise the bulk of the building at third floor level.’

‘As a result of its bulk and more prominent location the proposal would be significantly more intrusive in the street scene of Portland Road than the nearby four storey buildings. The corner building would also be viewed down the slope from Doyle Road where the contrast between the height and bulk of the building and the smaller-scale buildings in the CA on the east side of Portland Road would be especially stark.’

‘The three storey building fronting Doyle Road would be taller and bulkier than the houses to the south west; however taking account of the presence of the modern three-storey flats within the CA on the north side of Doyle Road I consider that this part of the building would represent an appropriate transition from the residential frontage to the commercial buildings in Portland Road.’

‘Overall I consider that as a result of its height and resultant bulk the building would be excessively over-dominant at the junction of Doyle Road and would unacceptably detract from the character and appearance of the area.’

8.14 It can be concluded from the decision that the general layout, appearance and height fronting Doyle Road was acceptable on the appeal scheme and given the similarities are acceptable with the current scheme. In terms of height and massing, particularly on the corner, the comparison drawing below demonstrates that a reduction in terms

of both has been made. The previous (appeal scheme) building envelope is illustrated below by a green dashed line. The overall height of the proposed building has been reduced from 12.6m (appeal) to 11.8m (current) at the junction, but equally important the top floor in the current scheme does not extend as far along Doyle Road, thus reducing its overall bulk, massing and visual impact. Specifically, the top floor when viewed at the Doyle Road corner is circa. 30% smaller in the current proposal which significantly reduces the visual impact of the proposal from the conservation area.



- 8.15 There is also a noticeably different design to the top floor, which has dormer like window protrusions making the upper level read more obviously as habitable roof level accommodation.
- 8.16 Since the Inspectors decision the Croydon Local Plan 2018 has been adopted, which is a fundamental change given that legislation dictates that decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. In addition a recently updated NPPF stresses that where a proposal accords with an up-to-date development plan it should be approved without delay.
- 8.17 Croydon Local Plan 2018 Policy DM47.1 relates to a small area along the section of Portland Road between the South Norwood Conservation Area and Watcombe Road, which the scheme sits within. To facilitate growth and strengthen along the edge of the South Norwood District Centre in this location proposals should;
 - a. Relate to the predominant character in adjacent residential areas;
 - b. Complement the existing predominant height up to a maximum height of 3 storeys with accommodation in roof space;

- c. Incorporate main pedestrian entrances onto Portland Road; and
- d. Maintain the rhythm and size of ground floor windows and doors.

- 8.18 The proposed scheme has 3 storeys and habitable roof accommodation above so would now comply with this specific place based policy, which outlines in criteria b an acceptable height in this location. The scheme has been designed to take account of the Inspectors decision, which is a material consideration, but is outweighed by the very specific place based policy that allows for the height as proposed given the roof like design.
- 8.19 Overall the articulation of the scheme as two visually separate blocks, each responding to the different conditions of Portland Road and Doyle Road, relates well to the local scale of development. The chamfer on the corner of the building at the junction of Portland Road and Doyle Road reflects similar developments and architectural designs within the locality. The broad scale, massing and height are considered. The proposed elevations are appropriately proportioned with large areas of glazing. Protruding and inset openings add visual interest to the fenestration. The general finish of light grey and grey bricks on the lower floors, zinc cladding on the top floor and powder coated aluminium fenestration is acceptable, but a condition is recommended to ensure high quality products, which is particularly important given the proximity to the Conservation Area. At street level the proportions and extent of the frontage, would result in a successful design, particularly as it would wrap around the corner providing an active frontage on two roads. Space has also been made for a tree, seating and a notice board which help create a sense of place and space. The improvements to the public realm (footpaths adjoining the site) would be appropriately secured.
- 8.20 The proposal represents a high quality contemporary response to the surrounding context, contributing positively and enhancing the setting of South Norwood Conservation Area. The proposed scheme would greatly improve the visual amenity of the location, as well as bringing expenditure into the local area. The scheme would not only regenerate the site, but also improve economic situation of the district centre.

Amenities of adjoining and future occupiers

- 8.21 Adjoining the site to the south east is No.42 Portland Road, a commercial property with residential accommodation above, and an open back land area and Hall which forms part of the Socochetta site. To the south west and accessed via Doyle Road are two storey residential properties in narrow plots with long back gardens. Opposing the site to the north west and north east, and separated by Portland Road and Doyle Road respectively, are a mixture of commercial properties with residential accommodation above.
- 8.22 Given the existing relationship between the Public House and No.42 Portland Road, the proposed scheme would not significantly harm the residential amenities of the neighbouring occupiers. Overlooking would be avoided at first floor level by the rear facing windows comprising a box style design which would only have glazing on the side panels preventing harmful overlooking. The building would also be separated from the boundary so no significantly harmful visual intrusion or outlook is envisaged. The corridor, stair and store windows that face directly at the neighbouring site can be conditioned to be obscure glazed. There would be views available from the first floor outside area, but privacy could be protected by ensuring that this area is not used. A restriction on not using the third floor roof top area is also recommended so that privacy is protected for all neighbouring occupiers.

- 8.23 The rear block projects past the main rear wall of No.9 Doyle Road by 4m (but not beyond the outrigger), however, the separation and orientation would mitigate any seriously harmful impact on the neighbouring occupiers in terms of outlook. The box style windows would be obscured by a staircore and any views to the west and No.9 Doyle Road would be very limited and restricted to the rear of the garden, as such no harmful loss of privacy is envisaged. Windows at second floor levels facing southwards are set further back and views are blocked by the staircore.
- 8.24 Properties on the opposing side of Doyle Road and Portland Road are sufficiently removed for outlook and privacy not to be compromised.
- 8.25 A daylight and sunlight assessment has been carried out to demonstrate the proposed impact of the development on the locality. 37 surrounding and nearby windows were tested and in terms of daylight 31 of these windows would comply and 5 would be marginally below the minimum BRE requirements, which is not uncommon in built up urban locations.
- 8.26 These 5 windows are on the ground floor of the opposing properties on Doyle Road, properties 2a, 2b and 4 Doyle Road. Three of these windows are obscure glazed, one serves a hallway and the remaining a bedroom. The marginal loss of daylight to these rooms is not considered to result in a refusal reason, especially when weighed against the benefits associated with the proposed development.
- 8.27 The window on the ground floor flank elevation of the rear two storey projection serving No.9 Doyle Road is the most severely affected and serves a small kitchen. Loss of light to this room is regrettable, but not considered so harmful that a refusal reason could be justified, particularly as the kitchen is small and the dwelling, overall, would be well served with light by many other windows.
- 8.28 In terms of annual and winter sunlight all of the windows tested comply with the BRE guide levels.
- 8.29 Overall for a development of the proposed scale the direct impact on nearby residential occupiers is limited and retains daylight and sunlight consistent with expectations of an urban environment. Although some of the neighbouring occupiers light would be affected this has to be balanced against the need to regenerate the locality, which would provide significant benefits for the area by the provision of new accommodation, jobs and an improved physical environment. On balance a refusal of planning permission on light grounds would not be justified.
- 8.30 The scheme has been designed so there is one main entrance from the corner of Portland Road and Doyle Road, which is a busy main road/junction. This would limit the impact on neighbouring occupiers from general noise and disturbance from comings and goings. With a condition preventing use of the roof areas the scheme is not likely to result in any materially harmful increase in noise effects.
- 8.31 There is the potential for future development on the adjacent Socochetta Community centre site, however, a scheme within this site could work provided the second floor south facing windows are partially obscured to prevent potential future overlooking. The proposed development would not therefore prevent development on the adjacent site in the future.

- 8.32 The London Plan within Policy 3.14 considers that student housing contributes to London's overall housing stock requirements. There are no specific standards for student housing development (paragraph 2.1.13 Mayors Housing SPG), however, the proposed development has been designed in collaboration with Scape Student Living, an experienced operator of high-quality student accommodation.
- 8.33 The scheme includes a mix of one and two bed rooms, all with en-suite facilities and small kitchen areas. There are two larger rooms suitable for wheelchair users and there is a lift giving level access to all floors. Refuse storage is secure and appropriately placed. The accommodation to the rear of the site (from Doyle Road) would have bay windows where the central section is obscured (to avoid overlooking) but outlook would still be afforded by the sides of the bay. Given the transient nature of students still is an acceptable approach, particularly as it does not prejudice development on the neighbouring site. Overall there is no objection to the quantum, mix, size and layout of accommodation.

Transport

- 8.34 The development does not include any parking provision. This is considered acceptable given proposed use and the fairly high PTAL level of 5, provision of an off-site car club space with an EVCP alongside a travel plan. The car club space (and any associated implementation/compensation costs) would be secured by way of a legal agreement along with 3 years membership. It is also recommended that the development is subject to parking permit restrictions, which can be secured by a legal agreement.
- 8.35 30 cycle parking spaces are included within the building and 3 are shown to the front for long and short stay respectively, which would comply with the standards set out in the London Plan.
- 8.36 The proposed refuse collection area is smaller than standards for conventional residential use, however, as bespoke student accommodation this is not a conventional residential scheme and therefore the standards do not apply. Moreover, the applicant has confirmed that all Scape projects use a commercial waste collection service which enables them to reduce on-site storage through increased frequency of collection. This arrangement is proposed for this scheme and would be secured appropriately. The principle of delivery and servicing from the single yellow line area of Portland Road made outside of the restricted loading hours which are: Monday to Friday, 7.30-9.30am and 4.30-6.30pm is acceptable. A delivery and servicing plan, which sets out a bespoke waste collection strategy, can be secured by a condition.
- 8.37 The outline Construction Logistics Plan included in the Transport Statement is acceptable, however, a detailed plan would need to be submitted and approved before the commencement of construction, this can be secured by condition.

Sustainability

- 8.38 New development should make the fullest contribution to minimising carbon dioxide emissions and should incorporate on site renewable energy generation. New dwellings need to achieve 'zero carbon' which sets a minimum level of CO₂ reduction that must be achieved by on-site measures, with the remaining emissions then offset via 'allowable solutions' off-site. Where sites cannot achieve 'zero carbon' on its own it. Incorporating energy efficiency measures, CHP and photovoltaic panels the

development would exceed the 35% reduction in carbon dioxide emissions above the 2013 building regulations. The residential element would be required to achieve zero carbon through a contribution into the local zero carbon pot, which would be secured by the legal agreement.

- 8.39 In addition to this the domestic water consumption target of 110 litre/person/day can be secured by condition.

Environment

- 8.40 The site is within flood zone 1, which has a low probability of flooding. The applicant has submitted a Flood Risk Assessment for the site while further supporting information was received during the course of the application. The Local Lead Flood Authority have no objection to the proposals subject to a condition.
- 8.41 The Councils Environment Consultant has raised no objection to this aspect of the proposals, but does suggest that the mitigation measures identified within the air quality report should be secured by condition. Mitigation measures relate to the construction period of the development and primarily to control dust. During operation the development impact is not significant and therefore no mitigation is required. In addition the energy centre emissions are air quality neutral.
- 8.42 There are no trees of merit on site and although there is likely to be insufficient room for the tree planting fronting Doyle Road as suggested on the layout plan, a comprehensive landscaping plan can be secured by condition.

Other Planning Issues

Employment and training

- 8.43 Croydon Local Plan policy SP3.14 and the Planning policy including the adopted Section 106 Planning Obligations in Croydon and their Relationship to the Community Infrastructure Levy— Review 2017 sets out the Councils' approach to delivering local employment for development proposal. The applicant has agreed to a contribution and an employment and skills strategy.

Conclusions

- 8.44 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.