

PART 5: Planning Applications for Decision

Item 5.3

1 APPLICATION DETAILS

Ref: 18/06102/FUL
 Location: 30-38 Addiscombe Road, Croydon, CR0 5PE
 Ward: Addiscombe West
 Description: Redevelopment of the site to provide 137 residential units across an 8 and 18 storey building with associated landscaping and access arrangements
 Drawing Nos: See Appendix 2
 Applicant: L&Q Group
 Agent: Indigo Planning
 Case Officer: Chris Stacey

	1B1P	1B2P	2B3P	2B4P	3B5P	TOTAL
AFFORDABLE RENT	0	10	8	9	6	33
INTERMEDIATE	0	9	12	8	6	35
PRIVATE	8	21	19	15	6	69
TOTAL	8	40	39	32	18	137

Number of car parking spaces	Number of cycle parking spaces
5 (blue badge)	Long stay 212 / Short stay 4

1.1 This application is being reported to Planning Committee because objections above the threshold in the Committee Consideration Criteria have been received and because the three Ward Councillors for Addiscombe West (Cllr Fitzpatrick, Cllr Fitzsimons and Cllr Hay-Justice) made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration.

2 BACKGROUND

2.1 This scheme was presented to this Committee at pre-application stage on 27th September 2018. The following comments were raised:

- Whilst 50% affordable housing was welcomed, the affordable split could be improved with a greater quantum of affordable rented units being provided through changes to the internal layouts and core arrangements
- The site is edge of centre and the materials and overall design should reflect this, having a greater relationship with the site's immediate area and moving away from the more 'corporate' look of the town centre
- The visual link through the building was welcomed but required further development as did the inactive frontage
- No.1 Croydon is an important landmark and the scheme should not negatively impact it; the further work on the view studies was welcomed

- The importance of the relationship with neighbours was noted, particularly in regard of daylight/sunlight and microclimate
- Particular attention should be paid to the quality of accommodation including the usability of the roof terrace, amenity space and balconies
- The landscaping needed further work and it was also queried whether the forecourt could provide more public benefits
- The site is well connected and should have a low level of car parking and include car club provision

2.2 The scheme was presented to the Place Review Panel on 16th August 2018. The Panel applauded the level of affordable housing and agreed that the site definitely has the potential to accommodate additional development to the consented scheme and that the current scheme has some merit. They felt that the site is an important gateway to the town centre and therefore significant further design development was required. The Panel had the following observations/recommendations:

- Development requires its own unique and coherent architectural character
- It needs to mediate the transition between the tall building zone and the neighbouring suburban context and the mansion block could benefit from being reduced in height for greater visual distinction between it and the tower
- Western facing flats of the first 6 storeys would have poor outlook and daylight
- Public realm and communal amenity space requires significant enhancement
- Ground floors require additional activation including a visual link through the building
- North facing single aspect flats and north facing balconies are not supported
- Form of the tower should be altered to provide more design interest and reduce overshadowing and further refinement to the balcony design
- Southern entrance to the site and buildings should be enhanced

2.3 The scheme has been amended since the Committee and PRP sessions and has sought to overcome the issues raised above.

3 SUMMARY OF KEY REASONS FOR RECOMMENDATION

3.1 This is an application to erect a building comprising two conjoined blocks, one of 8 storeys and one of 18 storeys, arranged in an L-shaped form, housing a total of 137 residential units.

3.2 The application site has previously been in use for residential purposes, has two extant permissions for residential development and has been allocated in the Croydon Local Plan (2018) for residential use. As such the principle of a wholly residential use is acceptable and would contribute towards meeting the Council's housing targets.

3.3 The proposed housing tenure and mix, including the provision of 52.8% affordable housing (by habitable room) is acceptable and overall would broadly comply with both the policies of the London Plan (2016) and the Croydon Local Plan (2018).

3.4 The design and appearance of the scheme responds positively to its surrounding context, suitably transitioning between the high-rise buildings to the west and the low-rise buildings to the east, would feature high quality materials and detailing and would thus be acceptable.

- 3.5 The proposal would, on balance, have an acceptable impact on the residential amenity of surrounding occupiers, both in terms of daylight and sunlight levels and privacy for existing surrounding residents.
- 3.6 The standard of residential accommodation would be acceptable, as all units would meet the Nationally Described Space Standards (NDSS), would have sufficient private amenity space and access to sufficient communal amenity and child play space. All units would have an acceptable level of access to light and outlook.
- 3.7 The proposed tree retention, planting and landscaping strategies for the site would create three high quality communal spaces and is deemed to be acceptable.
- 3.8 The proposal complies with the London Plan (2016) energy hierarchy, would provide a carbon offsetting payment to meet the Mayor's requirement for all new homes to be zero carbon, proposes an on-site communal heating system, and has been designed to connect to the proposed district heating network.
- 3.9 Sufficient disabled car parking and cycle parking has been proposed, and it is not considered that the proposal would have an adverse impact upon either the capacity or safety of the local transport network.
- 3.10 Suitable planning obligations and conditions have been recommended in order to ensure that the proposed development does not have an adverse impact upon either air quality or the risk of flooding.

4 RECOMMENDATION

- 4.1 That the Committee resolve to GRANT planning permission subject to:
- A. Any direction by the London Mayor pursuant to the Mayor of London Order
- B. The prior completion of a legal agreement to secure the following planning obligations:
- a) Provision of 52.8% affordable housing as well as an early viability review;
 - b) Carbon offset payment (currently estimated at £183,960)
 - c) Future connection to the planned district heating network;
 - d) Town centre public transport improvements contribution of £111,000;
 - e) Air quality mitigation contribution of £13,700;
 - f) The provision of two car club bays (with one being initially provided with passive provision for the second) and membership of a car club, as well as a Traffic Management Order (TMO) fee towards signage and road markings, and £2,500 towards the provision of electric vehicle charging points (EVCP);
 - g) Restriction on future residents obtaining car-parking permits;
 - h) Provision of a travel plan, including a travel plan monitoring contribution of £1,750;
 - i) S.278 works on Addiscombe Road;
 - j) Skills, training and employment strategy and a contribution towards training of £80,000
 - k) Monitoring fees totalling £11,500;
 - l) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport.

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

Conditions

- 1) Implemented in accordance with drawings
- 2) Submission of a detailed construction methodology and environmental management plan
- 3) Evidence of correspondence from Thames Water to demonstrate their agreement to the proposed point of connection and discharge rate
- 4) Further details of facing materials and key façade elements to be submitted
- 5) Further details of landscaping, boundary treatments, child play areas / communal amenity areas and wind mitigation measures, as well as a maintenance/management plan, to be submitted
- 6) Further details of ecological enhancement measures to be submitted
- 7) Site investigation to be carried out and validation report detailing remediation measures to be submitted
- 8) Submission of a façade maintenance and cleaning strategy
- 9) Further details of vehicular access enforcement signage and strategy to be submitted
- 10) Further details of active and passive electric vehicle charging points (EVCP) to be submitted
- 11) Submission of a detailed delivery and servicing plan
- 12) Sustainable development carbon reduction to be met and details of proposed PV panels to be submitted
- 13) No properties to be occupied until all water network upgrades have been completed
- 14) Development to achieve 'Secured by Design' accreditation
- 15) Bicycle and bin stores to be provided prior to first occupation of development
- 16) 10% of units to meet Part M4(3), with remaining units to meet Part M4(2)
- 17) Water efficiency targets to be met
- 18) Implemented in accordance with tree protection measures
- 19) Noise from any air handling units, mechanical plant, or any other fixed external mechanical to be at least 10dB below existing background noise levels
- 20) Implemented in accordance with the recommendations of the noise and vibration assessment
- 21) Implemented in accordance with the recommendations of the external artificial lighting report
- 22) Implemented in accordance with the recommendations of the air quality assessment
- 23) Implemented in accordance with the recommendations of the pedestrian microclimate wind tunnel study
- 24) Commence within three years of the date of permission
- 25) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Council's 'Construction Code of Practice 2015' and the Mayor of London's 'Control of Dust and Emissions During Construction and Demolition' SPG 2014
- 2) Thames Water informatives
- 3) Subject to legal agreement
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

4.4 That, if within 6 months the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

5 SITE LOCATION AND PROPOSAL DETAILS

Site and Surroundings

- 5.1 The site lies at the eastern edge of Central Croydon, falling just outside of the Croydon Metropolitan Centre boundary, but just inside of the Croydon Opportunity Area and the 'Office Retention Area' boundary. The site has a public transport accessibility level (PTAL) of 6b, which represents the highest level of access to public transport services, as a result of the fact that the site lies less than 250m to the east of East Croydon Station.
- 5.2 The site covers an almost rectangular parcel of land of approximately 0.35ha and is currently cleared and vacant, aside from a Holm Oak tree in its south east corner, which is protected by a Tree Protection Order (TPO). The site fronts onto Addiscombe Road which is a single carriageway local distributor road served by the Croydon Tramlink and a number of bus routes. An un-adopted access lane serves the rear, providing direct access onto Addiscombe Grove.
- 5.3 The site is allocated within the Croydon Local Plan (2018) (Ref No. 174) for residential development of between 49 and 141 homes. The front portion of the site is also included within a Local Designated View of No.1 Croydon (from Addiscombe Road by Sandilands tram stop).



Fig.1 – Aerial photo of surrounding area indicating the application site

- 5.4 The surrounding area is diverse in character, due to its 'edge of centre' location, featuring a wide variety of buildings; including single storey detached bungalows and two storey detached and semi-detached houses to the north, four storey blocks of flats to the east, two storey terraced houses and a single/two storey church to the south as well as an under construction twenty-one storey block of flats and both a five/six storey office building and eight storey hotel to the west.
- 5.5 The site does not fall within a conservation area nor an Archaeological Priority Area, nor sits in close proximity to any statutory listed buildings, with the only nearby locally listed building being No.1 Croydon to the west of the site. The site sits within Flood Risk Zone 1 (and thus is considered to be at a low risk of fluvial flooding); whilst the site itself is at a low risk of flooding from surface water, parts of Addiscombe Road are at a high risk of flooding from surface water.

Proposal

- 5.6 The proposal is to erect a building comprising two conjoined blocks, one of 8 storeys, and one of 18 storeys, arranged in an L-shaped form, housing a total of 137 residential units. The 8 storey block would sit at the front of the site and would provide a total of 67 flats in the form of 10 one-bed flats, 39 two-bed flats, and 18 three-bed flats, whilst the 18 storey block would sit at the rear and provide a total of 70 flats in the form of 38 one-bed flats and 32 two-bed flats.



Fig.2 – Aerial view of the proposal looking south-west

- 5.7 A courtyard to the front, which would also accommodate the servicing needs of the development, is proposed along with a large communal garden to the rear which would centre on the retained Holm Oak tree and include a child play area. A large rooftop communal terrace is also proposed atop the 8 storey block at the front. To the rear 5 disabled car parking spaces are proposed which would be accessed from Addiscombe Grove via the rear access lane.

Planning History

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

Application Site:

LBC Ref 92/02355/P – Erection of a four and five storey building comprising 36 flats.
Permission granted January 1993, not implemented.

LBC Ref 97/02323/P – Erection of a four and five storey building comprising 36 flats.
Permission granted August 1999, implemented and extant.

LBC Ref 16/02864/P – Erection of a five/six storey building comprising 61 flats.
Permission granted October 2017, extant.

LBC Ref 18/05225/ENV – Environmental Impact Screening Request for an eight/eighteen storey building comprising 137 flats.
Environmental Impact Assessment not required.

28-30 Addiscombe Grove (visible to the rear of the proposal in Fig.2):

LBC Ref 17/02680/FUL – Demolition of existing buildings including parking garage and redevelopment of the sites for a part 9, 20 and 21 storey building comprising 153 residential dwellings (Class C3) and a single storey sub-station; hard and soft landscaping, cycle and car parking facilities; plant areas and other ancillary works.

Permission granted February 2018, under construction.

6 CONSULTATION RESPONSE

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

6.2 The following were consulted regarding the application:

Greater London Authority (GLA) (Statutory Consultee)

6.3 The GLA (referred due to it being over 30m in height) made the following comments:

- The principle of intensifying the residential use of the site previously established by the extant planning permission is strongly supported.
- The provision of 52% affordable housing comprising 48% affordable rent units and 52% intermediate units with grant is welcomed. The commitment to a without grant provision of 35% affordable housing by habitable room at a compliant tenure split qualifies the scheme for the 'Fast Track Route'. The applicant should provide details of the affordability of the units, with reference to London Affordable Rent and London Shared Ownership [*OFFICER COMMENT: This information has subsequently been submitted and is acceptable*].
- The design approach is generally appropriate and supported. Some residential quality issues should be resolved [*OFFICER COMMENT: Residential quality issues are further discussed in the 'Quality of Living Environment for Future Occupiers' section of this report and are acceptable*].
- Wheelchair accessible unit locations should be confirmed and spread across unit sizes and tenures [*OFFICER COMMENT: This information has subsequently been submitted and is acceptable*].
- Further details are required with respect to SUDs. Consideration should be given to water harvesting and details of green/blue roof should be provided [*OFFICER COMMENT: This information has subsequently been submitted and is acceptable*].
- District heating should be investigated with Croydon Council as on-site CHP is not supported. Additional information should be provided on the use of PVs. The overheating analysis provided should be revisited [*OFFICER COMMENT: The applicant has subsequently committed to an alternative communal heating system to CHP and additional information relating to PVs and overheating has subsequently been submitted and is acceptable*].
- Pedestrian and cycle access review to be carried out in accordance with 'Healthy Streets' indicators; demonstration of additional Blue Badge car parking and provision of EVCPs; detailed DSP and CLP to be secured by condition; public

transport contribution of £111,000 and Framework Travel Plan to be secured by S.106 [*OFFICER COMMENT: Further information has subsequently been submitted and is acceptable, and the necessary conditions and S.106 contributions will be imposed/secured in the event planning permission is granted*]

Lead Local Flood Authority (Statutory Consultee)

- 6.4 No objection subject to a pre-commencement condition requiring the submission of evidence of correspondence from Thames Water to demonstrate their agreement to the proposed point of connection and discharge rate [*OFFICER COMMENT: A condition is recommended*].

Transport for London (TFL) (Statutory Consultee)

- 6.5 TFL made the following comments:

- The proposals are broadly compliant with the transport policies of the draft New London Plan.
- The applicant has demonstrated that pedestrian and cycling routes from the site to key destinations are in good condition.
- Given the car free nature of the development, it is considered that there will be no significant impact on the TLRN, and the additional trips created on public transport will have an immaterial impact on local capacity, with any impact being mitigated through a S.106 contribution.
- Acceptable level of Blue Badge car parking and cycle parking.
- Swept path analysis demonstrates that vehicles servicing the development will be able to enter and leave the site in a forward gear, which is welcomed. To minimise impacts to the Croydon Tramlink along Addiscombe Road TFL requests that an exit/entry arrangement is strictly enforced.
- TFL has reviewed the draft delivery and servicing plan (DSP), draft construction methodology and environmental management plan (CEMP) and framework travel plan, which are acceptable and should be secured via condition/S.106 respectively.
- TFL expects a contribution of £111,000 towards public transport improvements within the town centre to be secured via the S.106 agreement.

[*OFFICER COMMENT: The necessary conditions and S.106 contributions will be imposed/secured in the event planning permission is granted*]

Crime Prevention Officer

- 6.6 The proposed development is suitable to achieve 'Secured by Design' accreditation, and as such a 'Secured by Design' condition should be attached to ensure that the development follows the principles and physical security requirements of 'Secured by Design' [*OFFICER COMMENT: A condition is recommended*].

Thames Water

6.7 Thames Water made the following comments:

- With regard to the waste water network and waste water process infrastructure capacity, Thames Water have no objection.
- An informative stating the necessity for the applicant to obtain a Groundwater Risk Management Permit should be included on the decision notice in the event planning permission is granted.
- Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development and has requested a condition that restricts the first occupation of the proposed development until such time that the necessary works have been undertaken [*OFFICER COMMENT: The applicant has subsequently provided evidence that they have been in discussions with Thames Water to ensure that the necessary upgrades are made in time for first occupation and have committed to underwriting Thames Water's costs for such works ahead of planning permission being granted*].

7 LOCAL REPRESENTATION

7.1 A total of 44 neighbouring properties were notified about the application and invited to comment and the application was also advertised by site notice and in the local press. 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: 32 Objecting: 32 Supporting: 0

No of petitions received: 0

7.2 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- The proposal is an overdevelopment of the site and the height is not in keeping with its surroundings
- The design is of poor quality
- Loss of daylight and sunlight to surrounding properties
- Overlooking and loss of privacy
- Impact on parking and safety of local highway network
- Insufficient public transport capacity to support proposal
- Detrimental impact on trees
- Noise, disruption and pollution impacts during construction
- No commercial floor space has been proposed at ground floor level
- The proposal is not family friendly and would cause social problems to the detriment of the local area
- The proposal will cause subsidence and thus damage to surrounding properties
- Insufficient capacity of local doctor's surgeries and schools [*OFFICER COMMENT: The proposed development would be CIL liable and would thus contribute towards such infrastructure.*]

- No environmental impact assessment has been submitted [*OFFICER COMMENT: A screening request was submitted by the applicant (18/05225/ENV) and the Council concluded in accordance with the relevant legislation that an Environmental Impact Assessment for this proposal is not required.*]

7.3 The following issues were raised in representations, but they are not material to the determination of the application:

- The proposed development will have an adverse impact on property prices [*OFFICER COMMENT: Property value is not a material planning consideration.*]

7.4 The three Ward Councillors for Addiscombe West (Cllr Fitzpatrick, Cllr Fitzsimons and Cllr Hay-Justice) requested that the application be heard at planning committee and objected to the application on the following grounds:

- Height and massing is significantly greater than the adjacent buildings and those opposite
- Causes a significant reduction in the daylight and sunlight available to the properties opposite
- Roof garden in the front block would result in the properties opposite and their rear gardens being overlooked
- Not located on a brownfield site, but on a former residential property and its garden and as such constitutes enormous overdevelopment
- Proposed tall building would create a poor microclimate
- Parking provision

Notwithstanding Cllr Fitzsimons overall objection to the application, support for the application on the following grounds was also raised:

- Level of affordable housing proposed
- Level of care taken not to obscure the view of No.1 Croydon from along Addiscombe Road
- Provision of an off-site car club bay

8 RELEVANT PLANNING POLICIES AND GUIDANCE

In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Croydon Local Plan (2018), Mayor's London Plan (2016) and the South London Waste Plan (2012). Details of the relevant policies and guidance notes are attached in

8.1 Appendix 1.

National Guidance

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

- Delivering a sufficient supply of homes;
- Promoting healthy and safe communities;
- Promoting sustainable transport;
- Making effective use of land;
- Achieving well-designed places.

Development Plan

8.3 The Development Plan comprises the London Plan 2016, the Croydon Local Plan 2018, and the South London Waste Plan 2012.

8.4 A replacement Draft London Plan has been subject to public consultation, and Examination in Public commenced in January 2019. The current 2016 London Plan is still the adopted Development Plan, and although the Draft London Plan is a material consideration in planning decisions at present it carries limited weight.

8.5 The Croydon Opportunity Area Planning Framework (COAPF) was adopted on the 22nd April 2013 as a supplementary planning document to the CLP and is of relevance.

9 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of the Development
2. Housing Tenure, Mix and Density
3. Design and Appearance
4. Impact on Surrounding Occupiers
5. Quality of Living Environment for Future Occupiers
6. Trees, Landscaping, Biodiversity and Sustainability
7. Transport, Parking and Highways
8. Other Planning Issues

Principle of the Development

9.2 Whilst the site falls within the 'Office Retention Area' the site has no history of office uses and has been allocated within the CLP (Ref. no 174) for solely residential development of between 49 and 141 homes in order to help meet the need for new homes in the borough. Furthermore the site's previous use was for a residential use and it also benefits from two extant permissions (LBC Ref 97/02323/P and 16/02864/P) both of which are solely for residential uses. Given the above and the Council's strategic housing target which is to deliver a minimum of 32,890 new homes over the plan period, the principle of a wholly residential use is acceptable.

Housing Tenure, Mix and Density

- 9.3 Policy requires the Council to seek a minimum of 30% affordable housing, but negotiate to achieve up to 50% affordable housing (subject to viability), and seek a 60:40 split between affordable rented homes and intermediate homes. The Mayor of London's Affordable Housing and Viability SPG states that where developments meet or exceed 35% affordable housing without public subsidy (subject to the tenure mix being to the satisfaction of both the LPA and GLA), such schemes can follow the 'fast track route', whereby they are not required to submit viability information and will only be subject to an early viability review.
- 9.4 The proposed scheme seeks to provide 68 affordable homes which represents 52.8% of the total housing proposed by habitable room at a split of 48.2% affordable rented against 51.8% intermediate housing by habitable room. London Shared Ownership units form the intermediate provision, whilst London Affordable Rent units (a low cost rented product supported by the Mayor of London based on social rent levels which are considerably lower than typical affordable rent levels, which can be set at up to 80% of market rent) form the affordable rented provision.

	Market	Affordable	
		London Shared Ownership	London Affordable Rent
Units	69	35	33
<i>As a %</i>	50.4%	25.5%	24.1%
Habitable Rooms	176	102	95
<i>As a %</i>	47.2%	27.3%	25.5%

Fig. 3 Proposed tenure split

- 9.5 The proposed affordable housing offer of 52.8% is substantially greater than that secured under both of the extant consents which is 0% for the 1999 permission (LBC Ref 97/02323/P) and 21% (comprising of 13 homes at a split of 61.5% affordable rented against 38.5% intermediate housing) for the 2017 permission (LBC Ref 16/02864/P), both of which represent realistic fall-back positions.
- 9.6 Whilst the proposed tenure split differs from that set out in policy SP2.4 (with a greater proportion of shared ownership units being proposed) given that the overall quantum of affordable housing is considerably in excess of the minimum level set out in policy SP2.5, with the affordable rented units being proposed at London Affordable Rent levels, on balance the tenure split proposed is acceptable. Furthermore the applicant has submitted a viability assessment to demonstrate that it would not be viable to propose this quantum of affordable housing at the 60:40 tenure split and that the proposed offer has sought to balance the competing demands of maximising the affordable housing quantum at the same time as maximising the level of affordable rented units and their affordability. The submitted viability assessment has been independently reviewed on behalf of the Council, with this exercise determining that

the conclusions reached by the applicant's assessment are valid and the inputs accurate.

9.7 The applicant's affordable housing offer comprises in part a public subsidy (in the form of grant). However the applicant has demonstrated that a 35% affordable housing offer could have still been provided without grant, meaning that the scheme is eligible for the 'Fast Track Route'. As such, an early viability review would be secured as part of the S.106 agreement which would be triggered in the event that an agreed level of progress was not made within two years.

9.8 As the site sits within a 'central setting' with a PTAL of 6b and within the 'New Town and East Croydon' character area (as defined by the COAPF), major proposals in this location are required to provide a minimum of 10% three-bed units. As outlined by Fig.4 below, the proposal provides a total of 13.1% three-bed units which is in excess of the policy requirement. Furthermore the highest proportion (within its respective tenure) of three-bed units is within the affordable rent tenure which is welcomed. The remaining mix of units proposed throughout the scheme is acceptable and would provide a broad range of unit sizes.

	Affordable Rent	Intermediate	Market	Total
1b1p	0	0	8	8
<i>As a %</i>	<i>0</i>	<i>0</i>	<i>11.5</i>	<i>6</i>
1b2p	10	9	21	40
<i>As a %</i>	<i>30.5</i>	<i>25.5</i>	<i>30.5</i>	<i>29</i>
2b3p	8	12	19	39
<i>As a %</i>	<i>24</i>	<i>34.5</i>	<i>27.5</i>	<i>28.5</i>
2b4p	9	8	15	32
<i>As a %</i>	<i>27.3</i>	<i>23</i>	<i>22</i>	<i>23.4</i>
3b5p	6	6	6	18
<i>As a %</i>	<i>18.2</i>	<i>17</i>	<i>8.5</i>	<i>13.1</i>
Total	33	35	69	137

Fig. 4 Proposed mix by tenure

9.9 In accordance with Table 3.2 of the London Plan (2016) the proposed site falls within a 'central' setting given that it sits within 800m of Croydon Metropolitan Centre. Given that the PTAL rating for the site is 6b, the density matrix outlines that a suitable density is between 650-1100 habitable rooms per hectare (hr/ha). The density of the proposed scheme is 1066 hr/ha which is within the recommended density range. It is acknowledged the density matrix is being removed from the New London Plan, but in this instance is worth presenting to members as it was always intended for Mayoral

referable schemes such as this, as opposed to smaller suburban development. It should also be noted that the total number of residential units proposed (137) is within the range of units specified for this site (49-141) through the site allocation.

Design and Appearance

Layout

- 9.10 The layout features two conjoined blocks arranged in an L-shaped form with areas of landscaping to both the front and rear. The front linear block provides a continuous frontage to Addiscombe Road with its front building line set back from the street taking reference from the building lines of 2 Park Hill Road and the 'Easy Hotel' building. The rear block which is square in form has been located in the south-west corner to respect both the Local Designated View of No.1 Croydon from Addiscombe Road by Sandilands tram stop, as well as the existing Holm Oak tree in the south-east corner. The overall layout is well considered and would give the scheme a well-defined street presence, and would relate well to the existing surrounding development pattern, whilst allowing for a generous communal garden in the south east corner.



Fig.5 – Proposed site plan

- 9.11 The building features two cores, both of which feature their primary access from the front elevation (Addiscombe Road), with a secondary access being provided to both from the rear communal garden. A visual link through 'Core 2' enabling direct views from the front courtyard through the building to the rear communal garden further assists in activating the ground floor of the front elevation. Despite the requirement for a number of servicing aspects (such as refuse stores) to have entrances on the front elevation, the siting of the main entrances with large lobby spaces, provision of a visual link through to the communal garden and siting of apartments on the east and west corners, allow the majority of the frontage to Addiscombe Road to be active.

Height, Scale and Massing

- 9.12 The site is in a transition area for tall buildings, being in the 'Edge Area' of the Croydon Opportunity Area where tall buildings can be acceptable. The immediate surroundings of the site are diverse in character, featuring a wide variety of buildings ranging from single storey dwellings through to high rise residential and office buildings which are in excess of 20 storeys. In order to respond to this diverse context and provide a building which suitably transitions between its highly varied surroundings, a stepped approach to the distribution of massing has been employed. This approach has resulted in the front block being 8 storeys in height, with a rear block of 18 storeys.
- 9.13 The 8 storey front block has been designed in the form of a mansion block and is of a similar height to the 'Easy Hotel' building which sits to the west. Whilst this results in a building which is taller than both of its immediately adjoining neighbours (Go-Ahead House to the west is 5 storeys and 2 Park Hill Road to the east is 4 storeys), when this building is viewed within its wider context, which includes No.1 Croydon (which is 24 storeys) and properties between St Clair's Road and Addiscombe Road (which are 2 and 3 storeys), a building of 8 storeys in height is considered to be appropriate as it successfully mediates between the diverse townscapes to the east and west. Furthermore given the building's set back from the street, the overall width of Addiscombe Road (which includes a generous strip of vegetation featuring mature trees and a wide pavement on its north side), and the fact that properties on the north side of Addiscombe Road are set back, the proposed height of the mansion block is considered to have an acceptable visual relationship with the properties on the north side of Addiscombe Road which are between 1 and 3 storeys in height.
- 9.14 The 18 storey rear block, behind the mansion block, sits directly to the north-east of the under construction 'Pocket Living' development at 28-30 Addiscombe Grove which is 21 storeys. The proposed location of the taller element of the building to the rear, whilst not conventional, is considered in this instance to be successful as it mediates between the height of the mansion block (which has been designed to respond to the site's lower context to its north and east) and the adjacent 'Pocket Living' development as well as other taller buildings located further to the west. As demonstrated through the CGI's and verified views, the taller block's site positioning and notable set back from Addiscombe Road would not result in it having an overbearing nor dominant presence, therefore ensuring that it has an acceptable visual relationship.



Fig.6 – Aerial view of the proposal looking north-west

Impact on Local Designated View

9.15 The layout and massing has been strongly influenced by the desire to protect the Local Designated View of No.1 Croydon (which is a locally listed building). Alongside testing the aforementioned viewpoint the applicant has also undertaken a detailed study of the kinetic view along Addicombe Road when travelling from Sandilands tram stop to No.1 Croydon (comprising of a total of 20 viewpoints). The results of this study have established that the proposal does not interact with No.1 Croydon within the majority of these views. More importantly when the scheme is viewed from the viewpoint of the Local Designated View, the proposal would not obscure or overlap with No.1 Croydon and would appear subservient to it, sitting to its left hand side and being notably lower in height. Fig.7 below clearly demonstrates this, and also demonstrates that when cumulative schemes (many of which are currently under construction) are added to this view, the proposal would have a negligible impact, and would thus accord with policy SP4.13.

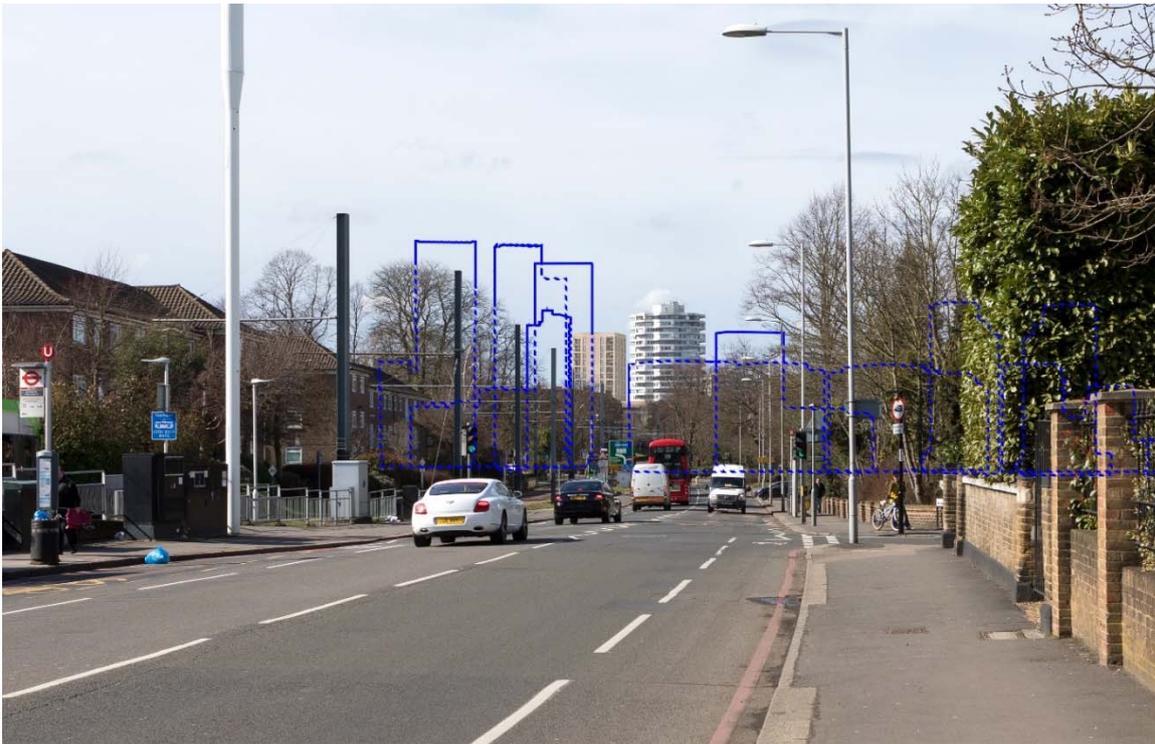


Fig.7 – View of proposal (with cumulative schemes) looking west along Addiscombe Road from Sandilands tram stop

Appearance and Materials

- 9.16 The architectural language is based upon a grid, giving the elevations a strong rhythm and making reference to surrounding high quality examples of post-war architecture. The first two storeys are designed to express a plinth base through the use of a contrasting facing material, assisting in giving the building visual interest at street level and giving it a human scale. In order to break down the mass of the north elevation of the mansion block a number of inset terraces have been proposed. Full height windows have been used extensively to provide the elevations with some vertical emphasis with splayed window reveals and architectural brickwork detailing giving the building further visual interest.
- 9.17 The proposed palette of materials comprises warm pink tone bricks to the upper levels, dark grey bricks to the plinth base of the building, light grey bricks to the inset panels between windows, and bronze effect cladding to the balconies and main building entrances. The material choice has been driven by the need to be contextual, picking up on materials used within the local area to ensure that the building complements its surroundings. A considerable level of detail has been provided with respect to the proposed material palette, including samples of potential brick choices, in order to give officers sufficient comfort that the materials will be of a high quality befitting of the site's prominent location at the eastern gateway to the Metropolitan Centre. A condition is recommended requiring confirmation of the final selection of materials and the submission of samples of all facing materials.



Fig.8 – Proposed north elevation

9.18 In order to give the building a high degree of visual interest and give it its own unique architectural character (whilst picking up on local references) great consideration has been given to the detailing. At ground and first floor level ‘sawtooth’ brickwork is proposed to the columns, and decorative geometric bronze coloured metal screen panelling is proposed at ground level to screen refuse stores and the substation, both of which have been designed to reference the geometry of No.1 Croydon. On the upper levels of the building, banding details have been employed to emphasise the order of the building (top, middle and bottom) and splayed openings to windows have also been proposed to both reference nearby landmarks and further articulate the façade. Given the attention to detail, officers are of the view that the proposed building will be of a high quality with a great degree of visual interest and will thus enhance the local character. In order to ensure that the detailing proposed is carried through to the final scheme a condition shall be imposed.



Fig.9 – Proposed main entrance to building

Impact on Surrounding Occupiers

9.19 The surrounding properties that have the most potential to be affected by the proposals are indicated by Fig.10.



Fig.10 – Surrounding properties in relation to the application site

Daylight and Sunlight Impacts

9.20 A daylight and sunlight assessment undertaken in accordance with the BRE guidelines has been submitted which demonstrates the impact of the development on all of the above properties (with the exception of Go-Ahead House which is in use as an office building). The submitted assessment assesses the implications of the scheme against the existing cleared site (the existing situation) as well as the 2017 extant planning permission (the alternative benchmark) and also assesses the implications of the scheme against the standard BRE targets (with the exception of 28-30 Addiscombe Grove) which typically are appropriate for suburban locations, as well as an alternative (lower) target more suited to an urban location.

9.21 Whilst the initial summary of the results provided below outlines the implications of the scheme against the cleared site using the standard BRE targets (with the exception of 28-30 Addiscombe Grove) it should be noted that in accordance with BRE guidelines, the 2017 extant planning permission (the alternative benchmark) is a material consideration when assessing the daylight and sunlight implications of the scheme,

and that the site's location within the Croydon Opportunity Area justifies due consideration of an alternative (lower) target more suited to a central location. As such an additional summary of the results considering this alternative benchmark and target has also been provided.

Addiscombe and Blake Road Properties (35-51 Addiscombe Road and 1 & 2 Blake Road):

9.22 These 9 properties, which comprise a mixture of 1 and 2 storey detached and semi-detached houses, sit directly to the north of the site. Of these properties, 35, 49 and 51 Addiscombe Road fully comply with the standard BRE targets.

9.23 In respect of 37, 39, 41 and 43 Addiscombe Road as well as 1 and 2 Blake Road, when assessing the proposed scheme versus the existing cleared site, 19 of the 32 windows tested see minor daylight reductions beyond the standard BRE targets. These impacts are reduced further when assessing the proposed scheme against the alternative benchmark and target with only 6 of the 32 windows tested seeing minor reductions. In all instances where daylight reductions (beyond either standard BRE targets or against the alternative benchmark and target) are observed, good levels of daylighting for the affected properties are still maintained considering their central location. In respect of sunlight, when assessing the proposed scheme versus the existing cleared site, 11 of the 30 windows tested see sunlight reductions beyond the standard BRE targets. Whilst some properties see moderate and major winter sunlight reductions, only minor annual sunlight reductions are observed. Whilst the extent of these impacts are reduced further when assessing the proposed scheme against the alternative benchmark and target (with fewer moderate and major winter sunlight reductions and fewer minor annual sunlight reductions) 11 of the 30 windows tested would continue to see either minor annual or winter sunlight reductions, with some moderate and major winter sunlight reductions. In all instances, where sunlight reductions (beyond either standard BRE targets or against the alternative benchmark and target) are observed, good levels of annual sun-lighting for the affected properties are still maintained considering their central location.

9.24 In addition to the above, an overshadowing study of gardens associated with the above properties has been undertaken, with all such spaces fully complying with the standard BRE targets.

Park Hill Road Properties (2 Park Hill Road, 6-16 Park Hill Road and 1-9 St Nicholas House):

9.25 These 3 buildings, which comprise a mixture of 3 and 4 storey flatted blocks, sit to the east and south-east of the application site. Of these properties 6-16 Park Hill Road fully complies with the standard BRE targets.

9.26 In respect of 2 Park Hill Road, when assessing the proposed scheme versus the existing cleared site, 8 of the 33 windows tested see minor daylight reductions beyond the standard BRE targets, with a further 1 window seeing a moderate daylight reduction (it is understood however that this window serves a bathroom). These impacts are reduced further when assessing the proposed scheme against the alternative benchmark and target with just 5 of the 33 windows tested seeing minor daylight reductions. In all instances where daylight reductions (beyond either standard BRE targets or against the alternative benchmark and target) are observed good levels of

daylighting for the affected properties are still maintained considering their central location. In respect of sunlight all windows tested comply with the standard BRE targets.

9.27 In respect of 1-9 St Nicholas House, when assessing the proposed scheme versus the existing cleared site, 9 of the 37 windows tested see minor daylight reductions beyond the standard BRE targets. These impacts are reduced further when assessing the proposed scheme against the alternative benchmark and target with just 4 of the 37 windows tested seeing minor daylight reductions. In all instances where daylight reductions (beyond either standard BRE targets or against the alternative benchmark and target) are observed either good levels of daylighting for the affected properties are still maintained considering their central location, or existing daylighting levels are very low meaning that any slight reduction results in a relatively large percentage reduction in daylighting levels. In respect of sunlight all windows tested comply with the standard BRE targets.

9.28 In addition to the above an overshadowing study of gardens associated with the above properties has been undertaken, with all such spaces fully complying with the standard BRE targets.

Garrick Crescent Properties (36-42 Garrick Crescent):

9.29 These 7 properties, which comprise 2 storey terraced houses, sit to the south-east of the application site. Of these properties 41 and 42 Garrick Crescent fully comply with the standard BRE targets.

9.30 In respect of 36, 37, 38, 39 and 40 Garrick Crescent, when assessing the proposed scheme versus the existing cleared site, 17 of the 25 windows tested see minor daylight reductions beyond the standard BRE targets. These impacts are notably reduced when assessing the proposed scheme against the alternative benchmark and target with all windows tested complying. In respect of sunlight all windows tested comply with the standard BRE targets.

9.31 In addition to the above an overshadowing study of gardens associated with the above properties has been undertaken, with all such spaces fully complying with the standard BRE targets.

28-30 Addiscombe Grove (Pocket Living Scheme):

9.32 This property, which is currently under construction, comprises a 21 storey flatted block of 153 flats, and sits to the south-west of the application site. In accordance with BRE guidelines only floors 1-14 of this building have been assessed, as there are no residential units at ground floor and levels 15 and above pass the 25 degree test (thus meaning they are not required to be tested). It should be noted that the following summary outlines the implications of the scheme against the alternative (lower) target value only (as opposed to both this and the standard BRE targets) which is considered appropriate given the relationship between this building and the proposed scheme (which differs from other relationships around the site) both of which would be modern high rise buildings.

9.33 In respect of 28-30 Addiscombe Grove, when assessing the proposed scheme versus the existing cleared site, 15 of the 164 windows tested see minor daylight reductions

beyond the alternative target, with a further 22 windows seeing moderate daylight reductions, and a further 10 windows seeing major reductions. It should be noted that a large degree of the impact caused to windows on the lower levels of 28-30 Addiscombe Road would be caused by the 2017 extant planning permission (the alternative benchmark) and that all of the instances where a major impact is observed, and the majority of instances where a moderate impact is observed, affect secondary windows which serve rooms served by another (primary) window. In all instances where said primary windows see daylight reductions (beyond the alternative benchmark and target) good levels of daylighting for the affected properties are still maintained considering their central location. In respect of sunlight all windows tested comply with the alternative target.

- 9.34 Given this building sits due south of the proposed development there is no requirement to undertake an overshadowing study of the communal amenity roof terrace at 9th floor as this would be unaffected by the proposed development.

Daylight and Sunlight Conclusions:

- 9.35 Whilst the proposed development would result in some daylight and sunlight impacts for surrounding properties, in the vast majority of instances where impacts beyond BRE guidelines occur, these are only minor in nature and where these impacts occur, good levels of daylight and sunlight are generally still maintained, especially considering the central location of the affected properties. It should be noted that daylight and sunlight impacts for surrounding properties beyond BRE guidelines are inevitable in a situation such as this where the existing baseline is a cleared site which is an anomalous in an urban context such as this, which is why notable weight should be given to the assessment of the proposed development against the alternative baseline and target. The summary of the results given above confirms that a notable proportion of the impacts which occur are as a result of the most recent extant planning permission (the 2017 consent) and given the notable additional benefits proposed by this scheme (in particular the considerably higher proportion of affordable housing) the harm of these additional impacts are considered to be outweighed by these additional benefits. As such the daylight and sunlight implications of the proposed development for surrounding properties are acceptable.

Overlooking, Outlook and Privacy

- 9.36 In respect of surrounding properties, it is noted that Go-Ahead house which sits directly to the west of the site is in use as an office building and does not feature any windows on its closest flank elevations. Given the use of this building, the fact that it is served by numerous windows facing south and north and the fact that the proposed building sits a minimum of 9m away from it, the existing occupants of Go-Ahead House would continue to be afforded acceptable levels of outlook and privacy and would not be unduly overlooked.
- 9.37 Like Go-Ahead House, 2 Park Hill Road also does not feature any windows on its closest flank elevation to the site (with the exception of a ground floor window which serves a bathroom) with the closest habitable room windows facing the site sitting 22m away from the proposed development. It is noted that an external balcony/terrace is located at third floor level on this building in its north-west corner and whilst this would experience a degree of overlooking from the proposed balconies, the fact that there is a 6m gap between these spaces and the fact that this degree of overlooking is from

one external amenity space to another (which is not uncommon in urban environments), means that such a relationship is acceptable. As such, residents of 2 Park Hill Road would continue to be afforded acceptable levels of outlook and privacy and would not be unduly overlooked.

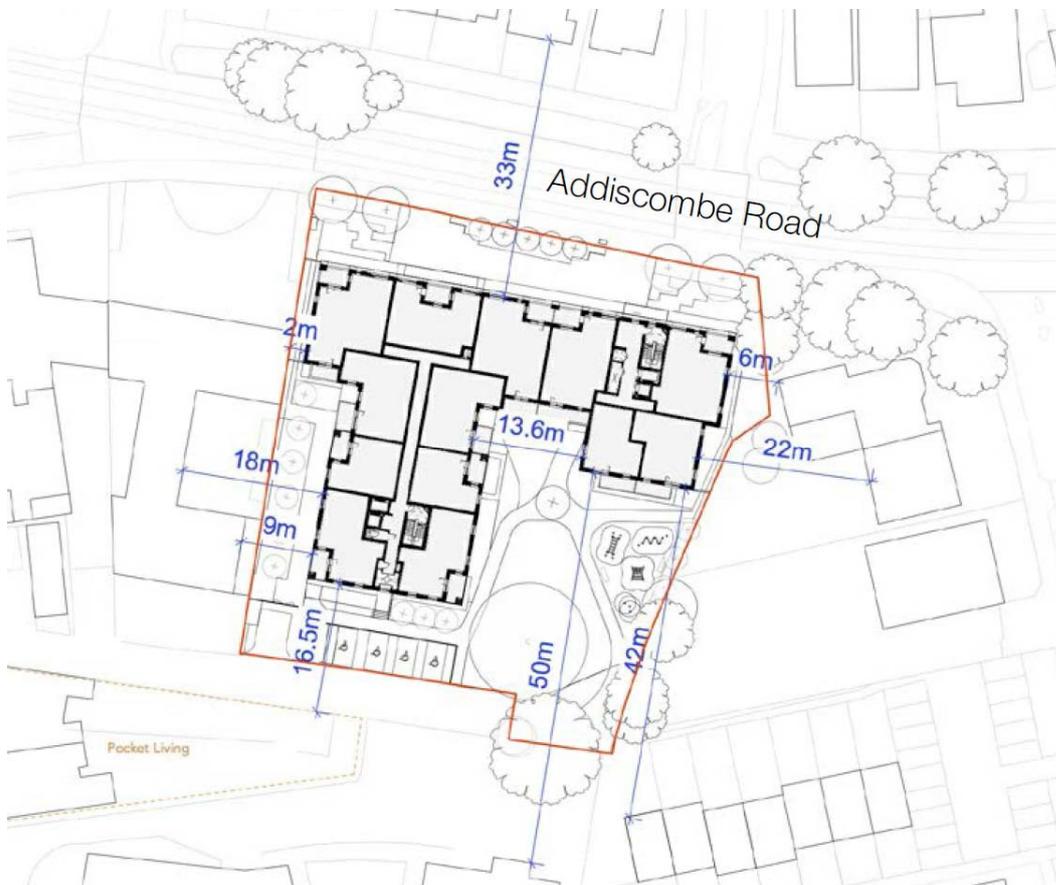


Fig.11 – Distances to surrounding properties

- 9.38 Existing properties on the northern side of Addiscombe Road sit 33m away from the north elevation of the proposed building and are separated by a road, as well as a mixture of trees and hedgerows. Given this relationship and the urban setting of the site, the development cannot be considered to unduly overlook these properties or unacceptably impact upon the levels of outlook and privacy afforded to these residents.
- 9.39 Existing properties to the south of the site on Garrick Crescent sit at least 42m away from the south elevation of the proposed building and are also screened from view by a number of large trees sited between. Once again, given this relationship and the urban setting, the development cannot be considered to unduly overlook these properties or unacceptably impact upon the levels of outlook and privacy afforded to these residents.
- 9.40 With respect to the under construction 'Pocket Living' scheme at 28-30 Addiscombe Grove, only a small portion of the proposed building sits adjacent to this building, and where it does, a minimum distance of 16.5m between them is maintained. Furthermore both the affected units within the proposed development and those within 28-30 Addiscombe Grove are dual aspect units and would also benefit from alternative aspects. Whilst the communal amenity roof terrace at 9th floor would experience some

overlooking from the proposed development (which sits 16.5m to the north) this is not considered unreasonable in an urban setting. The future occupants of 28-30 Addiscombe Grove would continue to be afforded acceptable levels of outlook and privacy and would not be unduly overlooked.

Other Impacts

- 9.41 Given that the building is solely residential, there are no concerns that the proposed building would cause noise and disturbance levels that would be incompatible with the surrounding existing uses. Concerns have been raised regarding the impact of construction; however such impacts would only be temporary and as such should only be afforded limited weight. In order to ensure that any such impacts are minimised as far as reasonable possible, the applicant has proposed a series of measures including: monitoring of vibration levels; only working within standard construction hours; keeping in regular contact with neighbours, and; signing up to the considerate constructors programme. A condition requiring the submission of a detailed construction management plan is recommended.
- 9.42 An assessment of the proposal's impacts upon the local microclimate has been undertaken. Subject to the provision and retention of the proposed soft landscaping across the site (which would be secured via condition) it is anticipated that wind conditions in all outdoor trafficable areas within and around the proposed development will meet their respective comfort and safety criteria and as such, would be suitable for their intended use.

Quality of Living Environment for Future Occupiers

Housing Standards

- 9.43 All of the proposed units comply with the NDSS and all feature generous external amenity spaces (in the form of balconies/terraces), which are a minimum of 1.5m in depth (in accordance with the Mayor of London's Housing SPG) and meet the minimum quantum's stipulated by policy DM10.4 of the CLP. Core 1 serves between 3 and 9 units per floor and whilst the Mayor of London's Housing SPG states that each core should generally serve no more than 8 units per floor, Core 1 only serves 9 units per floor at levels 1 to 5 and across all levels (G-17), serves an average of 6 units per floor and is therefore acceptable. Core 2 serves between 3 and 5 units per floor which is acceptable.
- 9.44 Of the 137 units proposed, a very high proportion of these would be either dual or triple aspect with a total of 107 units being dual aspect (representing 78% of the proposed units) and a further 8 being triple aspect (representing a further 6%). Whilst there are 7 units (representing 5%) which are single aspect north facing, said units have been designed as such that there is an allowance for east and west light as they benefit from openings on each side of the inset terrace. All of the remaining single aspect units are either studio or 1 bed units and face either east or west. As such the aspect of the proposed units are acceptable.
- 9.45 A daylight and sunlight assessment demonstrates the levels of daylight and sunlight anticipated for the proposed development. With respect to the internal daylight levels for the proposed development, of the 376 rooms tested, 337 (90%) of these rooms would benefit from daylight levels in accordance or in exceedance of BRE guidelines

which is considered very good for a high density development in a central location. Of the 39 rooms which do not meet the BRE target, 10 of these are bedrooms, which have a lesser need for good levels of daylight, with the remaining 29 rooms being living rooms. Where said living rooms do not meet the BRE target, it should be noted that they either only marginally fall short of the BRE target or fall short of the BRE target due to the presence of balconies above.

- 9.46 With respect to the internal sunlight levels for the proposed development, of the 376 rooms tested, 124 (33%) of these rooms would benefit from sunlight levels in accordance or in exceedance of BRE guidelines. It should be noted however that of the 252 rooms which did not meet the BRE target, 159 of these are bedrooms or kitchens which, according to BRE guidelines, is not where the main requirement for sunlight is within new developments. Whilst the remaining rooms which fall short of the BRE target are living rooms, BRE guidance does recognise that sunlight criteria cannot be fully achieved in flats due to orientation constraints and density. Given the very good levels of internal daylight through the development and the recognised constraints for developments such as this in achieving high internal sunlight levels, it is considered overall that the daylight and sunlight levels afforded to future occupiers of this development would be acceptable.
- 9.47 In addition to the above, an overshadowing study of the proposed communal amenity spaces has been undertaken, with all such spaces fully complying with BRE guidelines.
- 9.48 Careful consideration of the internal layout has been given in order to ensure that future occupiers would be afforded good levels of outlook and privacy, with limited opportunities for overlooking within the development. The majority of windows throughout benefit from being at least 18m away from the nearest neighbouring building, with the majority of units being dual or triple aspect. Where units within the development do face one another, generous distances between said units have been proposed and windows offset to avoid direct overlooking. Where communal routes do pass outside windows of residential units, appropriate defensible space in the form of soft planting has been proposed to ensure suitable levels of privacy. As such it is considered that future occupiers of the proposed development will be afforded a good level of amenity.
- 9.49 Whilst Addiscombe Road is subject to general traffic restrictions at peak hours (meaning that the volume of general traffic along this road is not particularly high) Addiscombe Road is a high volume bus corridor and also accommodates the Croydon Tramlink. As such the applicant has submitted a noise and vibration assessment to establish existing noise and vibration levels and to identify where and what mitigation measures are necessary. It is proposed that acoustically upgraded glazing and mechanical ventilation is proposed to the northern side of the building (fronting Addiscombe Road) to ensure future occupiers are not adversely impacted by noise and vibration levels and these measures, as recommended within the submitted report, will be secured via condition.

Communal Amenity and Child Play Space

- 9.50 In accordance with policy DM10.5 communal amenity space is provided to the rear, in the form of a large garden measuring 1,140sqm (inclusive of the child play area) and a large roof garden at 8th floor level above the mansion block measuring 423sqm. The rear garden would be accessible to all residents and would feature a large lawn

surrounding the existing protected Holm Oak tree, as well as areas of planting, seating area, a child play area and a series of paved paths providing level access throughout. The roof garden atop the mansion block would be accessible to residents of core 1 and would feature an artificial lawn, seating areas, hard landscaping and planting.

- 9.51 The proposed development is required to provide a minimum of 390sqm of child play space based on a child yield of 39. In accordance with DM10.4 child play space is provided to the rear within the communal garden, with an area totalling 451sqm dedicated to a child play, exceeding the minimum requirements. It will feature a range of play equipment providing stimulating activity for children of all ages, will be fully inclusive and feature areas of seating as well as soft landscaping.
- 9.52 Officers are satisfied that both the proposed communal amenity and child play space would be of a high standard, and a condition requiring the submission of the final detailed specification is proposed.

Accessible Housing

- 9.53 Entrances to the communal lobbies in both blocks would be step free with both cores featuring two lifts. Both the communal garden to the rear of the site and the communal roof terrace at 8th floor level would also be fully accessible. 10% of the proposed units (in the form of 3 x 1-bed units and 11 x 2-bed units) comply with Part M4(3) (Wheelchair User Dwellings) with the remaining units all being designed to comply with Part M4(2) (Accessible and Adaptable Dwellings). The proposed M4(3) units have been evenly distributed across the various tenures such that 10% of the dwellings proposed within each tenure comprise of M4(3) units which is welcomed. Five accessible parking bays have also been proposed to the rear which will be allocated to future occupiers who are blue badge permit holders, with priority given to those in the larger sized units within the affordable rent tenure, followed by the smaller sized units within the affordable rent tenure, followed by those in the intermediate and market tenure units.

Trees, Landscaping, Biodiversity and Sustainability

Trees

- 9.54 The existing site, which up until recently has been covered by grass/scrubland, has now been cleared, with the exception of the protected Holm Oak tree, and at present features little other greenery. The applicant proposes to retain the protected Holm Oak tree, making it a key feature of the landscaping proposals. Tree protection measures will be put in place to ensure it is not damaged throughout the construction phase. The applicant also intends to plant a substantial number of new trees, varying in species type and maturity. This is supported by the Council's tree officer.

Landscaping

- 9.55 The proposed landscaping strategy centres on the creation of three key spaces – a courtyard to the front, a communal garden to the rear and a communal terrace atop the mansion block. Whilst the proposed courtyard to the front will feature a considerable level of paving (to accommodate servicing needs) the applicant has sought to maximise soft landscaping along the frontage. This will include a 'green strip' of planting to reflect that present on the northern side of Addiscombe Road,

incorporating a number of semi-mature trees and shrub planting, which will have a positive impact on the street scene. The communal garden to the rear will feature a large lawn, centred on the retained Holm Oak tree, extensive areas of tree and shrub planting, the provision of a child play area, along with a number of paths and will provide future occupiers of the development with a high quality and usable communal amenity space. The proposed communal terrace atop the mansion block will feature a mixture of hard and soft landscaping and will include an artificial lawn, small trees, hedges and shrub planting and in addition to the communal rear garden, will also provide future occupiers with a high quality and usable space. Whilst a sufficient level of detail has been provided to satisfy officers that the landscaping across the site will be of high quality, to ensure that the final selection of materials and planting accords with those currently being presented, a condition shall be imposed.



Fig.12 – Proposed landscape plan

9.56 Boundary treatments to the site vary. Along Addiscombe Road, the site boundary will be dominated by the proposed tree planting which is set within low level 0.2m high brick planter walls. Directly to the east and west, the boundary of the site will be dealt with by way of a timber fence, with the east and west boundaries to the rear of this being treated by way of a green screen. The rear boundary will be a 1.8m high metal railing which is required in order to keep the site secure in line with 'Secured by Design' requirements. The final specification of all proposed boundary treatments will be required by condition.

Biodiversity

9.57 Given the existing condition of the site and the fact that it has not been identified by the CLP as having biodiversity importance, the proposal would not adversely impact upon existing biodiversity. A number of net biodiversity gains have been proposed including bird boxes located around the site and a bug hotel in the south east corner, as well as a wide variety of planting to attract bees and butterflies. On the eastern side of the mansion block a brown roof is also proposed to replicate, as far as is practical, the ecological requirements for the local area (to support a variety of plants, birds, animals and invertebrates). Further details of the full range of biodiversity works incorporating those currently proposed would be required by condition.

Sustainability

9.58 Policy SP6.2 requires new development to make the fullest contribution to minimising carbon dioxide emissions, which requires new dwellings to be zero carbon, meaning they must achieve at least a 35% reduction in regulated carbon emissions over Part L 2013, with the remaining regulated CO₂ emissions, to 100%, to be offset through a cash in lieu contribution. The policy also requires the development to incorporate a site wide communal heating system and to be enabled for district energy connection.

9.59 The scheme is expected to achieve a 35.08% reduction in regulated carbon emissions through the inclusion of a site wide communal heating system and roof mounted photovoltaic (PV) panels. The remaining regulated CO₂ emissions shortfall would be covered by a carbon offset payment (currently estimated at £183,960) which would be secured through the S.106 agreement. Whilst no existing district heating networks currently exist, the site is within an area where one is planned and as such, a future connection to this system has been designed.

9.60 Policy SP6.3 requires a high standard of sustainable design and construction. The sustainability statement outlines a range of measures, such as the selection of high life span, low maintenance bricks, maximising the use of materials with a high recycling content, ensuring water usage is minimised, and designing the scheme to reduce overheating levels.

9.61 In order to ensure that the above measures are secured conditions are recommended. In addition S.106 obligations, in the form of a carbon offsetting payment and the requirement to connect in the future to the planned district heating network shall also be secured.

Transport, Parking and Highways

Trip Generation and Impact on Surrounding Transport Network

9.62 In order to assess the impact on the existing surrounding transport network a Transport Assessment has been submitted. The site has a public transport accessibility level (PTAL) of 6b, which represents the highest level of access to public transport services.

9.63 In terms of trip generation the proposed development is forecasted to result in a total of 76 AM peak time trips and 67 PM peak time trips. Whilst the majority of these trips are due to take place on tram and rail services, it is considered that the forecasted additional passengers associated would result in an immaterial impact on the existing public transport network. Of the total number of trips forecasted only 4 of the AM peak time trips and 4 of the PM peak trips are anticipated to take place by private car

reflecting the scheme's 'car free' nature. In addition to the above the development is expected to generate on average 18 service vehicle trips per day. The forecasted additional vehicular movements would result in an immaterial impact on the existing local highway network.

- 9.64 It is recognised that the cumulative impact of a number of developments will over time have an impact upon the existing public transport network. As such and in order to mitigate this a financial contribution of £111,000 towards local public transport will be secured via the S.106 agreement. This contribution will be used by TFL towards capacity improvements to the tram and bus network which directly serves the site and will allow the public transport network to meet future demand.
- 9.65 A framework travel plan has been submitted which details some of the initiatives in order to ensure that sustainable methods of transport are promoted (such as travel packs for new residents, the promotion of walking initiatives etc.). A full travel plan will be secured via the S.106 agreement which will be appropriately monitored.
- 9.66 In order to demonstrate that the impacts upon the local highway network during the construction period are acceptable, the applicant has submitted a draft construction methodology and environmental management plan (CEMP) and a traffic management and logistics plan, which propose measures including trained traffic marshals, coordinated site deliveries and the use of pre-agreed routes for deliveries. Both TFL and the Council support the measures proposed, full details of which would be required by condition.
- 9.67 The development will result in both changes to the existing and introduction of new vehicle crossovers. Prior to the first occupation of the development the necessary works to the public highway (undertaken through S.278 of the Highways Act) will be secured via the S.106 agreement.

Deliveries and Servicing

- 9.68 The development is anticipated to generate approximately 18 service vehicle trips per day (including waste collections, online shopping deliveries etc.). All will be undertaken on site utilising the courtyard at the front which has been designed to allow all vehicles to enter and exit the site in forward gear, via separate entry and exit crossovers which will feature appropriate signage. Space for servicing vehicles to stand (such that others can pass by in forward gear) has been also been provided at the east and west ends. A road safety audit of the access arrangements has been undertaken, with no issues being raised, and tracking demonstrating the size and layout is appropriate for the various vehicle sizes expected to use this space has been provided. Whilst a draft delivery and servicing plan (DSP) has been submitted, a full DSP will be secured by condition.

Parking Provision

- 9.69 The proposed development does not propose any general use car parking and will be secured as 'car free' through the S.106 agreement which will prevent future occupiers from applying for residents parking permits. The development does provide 5 disabled car parking spaces for use by blue badges at the rear (accessed from Addiscombe Grove via the rear access lane). Whilst this provision (one space per dwelling for 3% of the total) is lower than the requirement set out in the Mayor's Housing SPG, it does

comply with policy T6.1 of the draft New London Plan which requires one space per dwelling for 3% of the total dwellings. Given the site's central location, high PTAL and the fact that the majority of the local public transport network is fully accessible, the proposed level of disabled car parking provision is acceptable. Of the 5 disabled car parking spaces proposed, 1 would have an electric vehicle charging point, with the remaining 4 having passive provision, exceeding policy requirements.

- 9.70 Given the space constraints, car club spaces are proposed off-site with 2 car club spaces on Park Hill Road which will be provided by converting 2 existing on-street pay and display/permit bays. The first space will be provided prior to occupation and will feature an electric vehicle charging point, with passive provision being made for the second space including passive electric vehicle charging provision. The second space would be provided at a point in time as and when demand dictated. The quantum, location and principle has been agreed by the Council's highways team and accords with the relevant policy. The car club provision, membership for future occupiers, and costs to provide this, will be secured via the S.106 agreement.
- 9.71 Cycle parking is provided by way of three internal secure bike stores, two within core 1 and one within core 2, providing a total of 212 long stay cycle spaces as well as 4 short stay spaces in the courtyard to the front. Whilst the proposed internal bike stores are acceptable in terms of their location, layout and design, the quantum of long stay cycle spaces does slightly fall short (due to space constraints at ground floor level) of the draft New London Plan, which would require 246 long stay cycle spaces. In order to address this, the applicant has demonstrated that an additional secure cycle store could be provided at the rear, and as part of the Travel Plan, a requirement for this additional shortfall to be provided at a point in time as and when demand dictated would be secured. The principle of this approach has been agreed by the Council's highways team and is acceptable.

Refuse Provision

- 9.72 Each of the two cores is served by a communal bin store which can accommodate the requisite quantum of refuse and recycling demand (in line with the Council's updated guidance issued in October 2018 to reflect the new refuse service) with both of these cores sitting within 20m of the waste collection vehicle point. In addition to this, each residential unit will be provided with an in-built segregated waste bin and provided with a food waste caddy. Both communal bin stores will feature a dedicated bulky waste store which exceeds the minimum size requirements, and which will be managed by the building's caretaker. This is acceptable subject to a condition requiring it to be completed prior to first occupation and retained in perpetuity.

Other Planning Issues

- 9.73 An air quality assessment has been submitted given the scale of the proposed development and its location within an Air Quality Management Area (AQMA). Whilst this demonstrates the development would be air quality neutral and that the site is suitable for the end use, to mitigate against the cumulative impacts of non-road transport sources of emissions from sites such as this, a contribution of £13,700 towards either on-site or off-site air quality improvements would be secured via the S.106 agreement, which is acceptable.
- 9.74 The site sits within Flood Risk Zone 1 (and thus is considered to be at a low risk of fluvial flooding) and whilst the site itself is at a low risk of flooding from surface water,

parts of Addiscombe Road are at a high risk of flooding from surface water. A SuDS strategy has been proposed which incorporates attenuation tanks at the front, permeable paving, and substantially reduces the surface water runoff rate from its existing rate. The proposed strategy reduces the risk of surface water flooding as far as it reasonably practicable and is supported by the LLFA subject to a condition being imposed requiring the submission of evidence of correspondence from Thames Water to demonstrate their agreement to the proposed point of connection and discharge rate.

- 9.75 A contaminated land report submitted with the application concluded the site has a low risk of contamination. In order to ensure that any potential contaminated land on site is appropriately remediated, a condition shall be imposed.
- 9.76 A health impact assessment has been submitted which has established that a population of around 300 people will be generated by the development, of which 30 are expected to be children aged 4-10 and a further 11 aged 11-15. The report concludes that there is sufficient provision of health services within the local area to support the development, that there is sufficient capacity at both primary and secondary school level to accommodate the anticipated child yield, as well as sufficient access to social infrastructure (such as parks and community centres) and employment and training opportunities. As such the development is therefore expected to allow its future occupants to have a healthy lifestyle and is acceptable.

Conclusions

- 9.77 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.

Appendix 1: Planning Policies and Guidance

The following lists set out the most relevant policies and guidance, although they are not exhaustive and the provisions of the whole Development Plan apply (in addition to further material considerations).

London Plan

- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.6 Children and Young People’s Play and Informal Recreation Facilities
- Policy 3.8 Housing Choice
- Policy 3.9 Mixed and Balanced Communities
- Policy 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- Policy 3.13 Affordable Housing Thresholds
- Policy 4.12 Improving Opportunities for All
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.3 Sustainable Design and Construction
- Policy 5.4A Electricity and Gas Supply
- Policy 5.6 Decentralised Energy in Development Proposals
- Policy 5.7 Renewable Energy
- Policy 5.9 Overheating and Cooling
- Policy 5.10 Urban Greening
- Policy 5.11 Green Roofs and Development Site Environs
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.14 Water Quality and Wastewater Infrastructure
- Policy 5.15 Water Use and Supplies
- Policy 5.17 Waste Capacity
- Policy 5.21 Contaminated Land
- Policy 6.1 Strategic Approach
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.1 Lifetime Neighbourhoods
- Policy 7.2 An Inclusive Environment
- Policy 7.3 Designing Out Crime
- Policy 7.4 Local Character

- Policy 7.5 Public Realm
- Policy 7.6 Architecture
- Policy 7.7 Location and Design of Tall and Large Buildings
- Policy 7.8 Heritage Assets and Archaeology
- Policy 7.14 Improving Air Quality
- Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
- Policy 7.19 Biodiversity and Access to Nature
- Policy 7.21 Trees and Woodlands

The Mayor of London has published and adopted Supplementary Planning Guidance, of which the Affordable Housing and Viability SPG, Housing SPG, Play and Informal Recreation SPG and Sustainable Design and Construction SPG are of relevance.

Croydon Local Plan (CLP)

The Croydon Local Plan was adopted on the 27th February 2018 and the main relevant policies to this application are as follows:

- SP2 Homes
- DM1 Housing Choice for Sustainable Communities
- SP3 Employment
- SP4 Urban Design and Local Character
- DM10 Design and Character
- DM13 Refuse and Recycling
- DM15 Tall and Large Buildings
- DM16 Promoting Healthy Communities
- DM17 Views and Landmarks
- DM18 Heritage Assets and Conservation
- SP5 Community Facilities
- SP6 Environment and Climate Change
- DM23 Development and Construction
- DM24 Land Contamination
- DM25 Sustainable Drainage Systems and Reducing Flood Risk
- SP7 Green Grid
- DM27 Protecting and Enhancing our Biodiversity
- DM28 Trees
- SP8 Transport and Communication
- DM29 Promoting Sustainable Travel and Reducing Congestion
- DM30 Car and Cycle Parking in New Development
- DM38 Croydon Opportunity Area

The Croydon Opportunity Area Planning Framework (COAPF) was adopted on the 22nd April 2013 as a supplementary planning document to the CLP and is of relevance.

Appendix 2: Drawing Nos

Plans:

1328-GSA-A1-XX-DR-A-1000A – Existing Site Location Plan
1328-GSA-A1-XX-DR-A-1100E – Site Plan
1328-GSA-A1-XX-DR-A-1206A – Wheelchair Unit Location Plan
1328-GSA-A1-XX-DR-A-1400H – GA Plans Ground Floor
1328-GSA-A1-XX-DR-A-1401E – GA Plans 1st Floor
1328-GSA-A1-XX-DR-A-1402G – GA Plans 2nd Floor
1328-GSA-A1-XX-DR-A-1403G – GA Plans 3rd – 4th Floor
1328-GSA-A1-XX-DR-A-1404E – GA Plans 5th Floor
1328-GSA-A1-XX-DR-A-1405E – GA Plans 6th – 7th Floor
1328-GSA-A1-XX-DR-A-1406E – GA Plans 8th Floor
1328-GSA-A1-XX-DR-A-1407E – GA Plans 9th – 11th Floor
1328-GSA-A1-XX-DR-A-1408E – GA Plans 12th – 17th Floor
1328-GSA-A1-XX-DR-A-1409E – GA Plans Roof
1328-GSA-A1-XX-DR-A-1700C – GA Section AA
1328-GSA-A1-XX-DR-A-1701C – GA Section BB
1328-GSA-A1-XX-DR-A-1702C – GA Section CC
1328-GSA-A1-XX-DR-A-1800F – AA North Elevation
1328-GSA-A1-XX-DR-A-1801D – BB West Elevation
1328-GSA-A1-XX-DR-A-1802D – CC East Elevation
1328-GSA-A1-XX-DR-A-1803D – DD South Elevation
1328-GSA-A1-XX-DR-A-1804C – EE West Elevation 2
1328-GSA-A1-XX-DR-A-1805C – FF East Elevation 2
1328-GSA-A1-XX-DR-A-1810D – Street Elevation
1328-GSA-A1-XX-DR-L-2000D – Landscape Masterplan
1328-GSA-A1-XX-DR-L-2001C – Hard Landscape GA Ground Level
1328-GSA-A1-XX-DR-L-2002B – Hard & Soft Landscape GA Level 8
1328-GSA-A1-XX-DR-L-2003C – Landscape Sections
1328-GSA-A1-XX-DR-L-2004C – Tree Planting Plan
1328-GSA-A1-XX-DR-L-2005C – Planting Strategy
1328-GSA-A1-XX-DR-L-2006B – Typical Landscape Details

Supporting Documents:

CMU/18094 – Topographical Survey
Air Quality Assessment AQ105751R2 – December 2018
BS5837 Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement – December 2018
Construction Methodology and Environmental Management Plan Issue 002 – 13 December 2018

Daylight and Sunlight Report Revision C 66148/IM/SJP – 07 March 2019
Design and Access Statement – December 2018
Design and Access Statement Addendum – March 2019
Energy Assessment Report Issue 01 – December 2018
External Artificial Lighting K180568 Rev 02 – December 2018
Financial Viability Assessment – December 2018
Flood Risk Assessment Issue 3 – 15 March 2019
Health Impact Assessment – December 2018
Noise and Vibration Assessment RP01-18319 Rev4 – 11 December 2018
Pedestrian Microclimate Wind Tunnel Study WE322-01F03 Rev3 – December 13 2018
Phase 1 Desk Study – March 2018
Phase 2 Site Investigation – December 2018
Planning Statement (including Affordable Housing Statement) – December 2018
Statement of Community Engagement – December 2018
SuDS Maintenance – 19 April 2018
Sustainability Statement Issue 02 – December 2018
Thermal Comfort Report Issue 02 – December 2018
Townscape and Visual Impact Appraisal A193 RE 01 V4 – December 2018
Traffic Management & Logistics Plan Issue 003 – 05 February 2019
Transport Statement Revision 1 – December 2018
Transport Statement Addendum – March 2019
Waste Management Strategy Revision 5 – February 2019