

PART 6: Planning Applications for Decision**Item 6.1****1 APPLICATION DETAILS**

Ref: 19/02049/FUL
 Location: Land Rear of 13 to 73 Stafford Road, Duppas Hill Road, Croydon
 Ward: Waddon
 Description: Erection of three buildings comprising 126 residential dwellings, ranging from two to five storeys together with associated access, car parking, cycle parking, landscaping and associated infrastructure works.
 Drawing Nos: See Appendix 2
 Applicant: London Strategic Land
 Agent: Savills
 Case Officer: Laura Field

	1 bed 2 person	2 bed 4 person	3 bed 5 person	Total
Market Housing	29	41	18	88
Affordable rent	11	8	8	27
Intermediate	4	4	3	11
All Tenures	44	53	29	126

Number of car parking spaces	Number of cycle spaces
90 plus 24 spaces for the existing nursery	230 long-stay and 8 short-stay cycle parking spaces

- 1.1 The application is being reported to Planning Committee because the Ward Councillor Robert Canning has made representations in accordance with the Committee Consideration Criteria and requested committee consideration. Moreover, representations above the threshold in the Committee Consideration Criteria have been received.

BACKGROUND

- 2.1 An earlier version of the proposal was presented to Planning Committee at pre application stage on 12th September 2019. The following comments were made:

Access

- The importance of a pedestrian and cycle route to the western side through the school element was raised
- Pedestrian and cycle access could work on a short term basis until the school is brought forward with a permanent solution
- Cycle routes should tie into proposed new cycle networks on Fiveways and Epsom Road
- Low PTAL for the site - would it be improved with access via Stafford Road?
- Questioned whether the Stafford Road access should be provided now with a vehicular and pedestrian route to Waddon Station
- Preferred option of only providing a gate to public footpath in park seems limited.

- Questioned how the developer would maintain the existing public footpath if it is to be used as a route

Transport

- Questioned the potential transport impact on Old School Place from the residential component
- Difficult and convoluted route into Old School Place
- Pedestrian access from Stafford Road needed
- Vehicular access from Duppas Hill needed
- Has car park stacking been explored?

School

- Questioned the need for the school and when, particularly bearing in mind St Andrews
- Challenged separation of the school and residential sites - difficult to look at in isolation
- More work on school needs to be done

Residential

- Challenged whether more than 127 units could be provided
- Could potentially go higher in built form - southern block in particular
- Questioned whether more affordable housing could come forward
- Questioned the level of social housing and family housing which is an absolute priority
- Concern was raised about the relationship with the nursery and whether the construction period would compromise its viability
- Questioned the refuse collection arrangements and children's playspace
- Results in a cut off and isolated cul-de-sac

2.2 The scheme was presented to PRP on 15th August 2019. Generally, the Panel felt that the scheme should undergo further development to ensure that it connects suitably into the surrounding context, develops a stronger entrance to the site and addresses concerns raised as regards landscape and public realm design. The key recommendations and observations were as follows:

- Excellent landscape design in the centre and the applicant should explore expanding the green space.
- A vital need for direct and safe pedestrian access to Waddon Station.
- Site is land-locked and car-parking pools, amenity spaces and access routes on the site boundaries are poorly overlooked and therefore risk attracting anti-social behaviour. The built form should be amended to address these issues.
- Car dominated and road-widths should be reduced as well as car parking if possible.
- Needs to be a sense of entrance to the scheme and overlooking of it from Old School Place which suffers from several existing dead frontages.
- Design needs to better integrate with the neighbouring Duppas Hill Park and provide more units with direct views of the park.
- Explore including a 5-10 storey development facing the entrance to the site and Duppas Hill Park.
- Generally support the internal layout of the blocks with flats above maisonettes at ground floor level, though some improvements are necessary.

- Recommend the inclusion of the Busy Bees nursery within the scheme and its redevelopment.
- If the nursery cannot be accommodated within the scheme there should be a footway around it to provide direct access to Blocks A and C.
- Need to ensure that the access to the rear of the flatted blocks is adequately secure and overlooked.
- Support the approach to architectural detailing
- Proposed location for the school in the north of the Heath Clarke site is supported.

2.3 The scheme has been amended since the Planning 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 for the erection of three buildings comprising 126 residential dwellings, ranging from two to five storeys together with associated access, car parking, cycle parking, landscaping and associated infrastructure works.
- 3.2 The application site is in a current undeveloped green-field state with a site allocation for a secondary school and residential (between 62 to 128 units). The applicant has sought to safeguard land for the school. As such, the principle of a wholly residential use (for this part of the overall site allocation) is acceptable and would contribute towards meeting the Council's housing targets.
- 3.3 The proposed housing tenure and mix, including the provision of 65% family homes and 30.3% 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 two storey housing on Stafford Road and a mix of housing and flats on Old School Place and would thus be acceptable.
- 3.5 The proposal would have an acceptable impact on the residential amenity of surrounding occupiers, both in terms of daylight and sunlight levels, privacy and outlook 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 planting and landscaping strategies would create a central high quality communal space and other communal spaces, the detail of which would be conditioned. This is deemed to be acceptable.
- 3.8 Sufficient disabled car parking and cycle parking has been proposed and the proposal would have an adverse impact upon either the capacity or safety of the local transport network. Pedestrian routes through the site would be subject to conditions and planning obligations.

- 3.9 The proposal complies with the London Plan (2016) energy hierarchy and would provide a carbon offsetting payment to meet the Mayor's requirement for all new homes to be zero carbon.
- 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 resolved to GRANT planning permission subject to:

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

- a) Provision of 30.3% affordable housing (including early and late stage viability review)
- b) Carbon offset payment of £214,920
- c) Air Quality mitigation contribution of £12,600
- d) The future provision of two car club bays (with EVCP) and car club membership
- e) Provision of a Travel Plan
- f) Skills, training and employment strategy and a contribution towards training of £78,600
- g) Section 278 Highway works
- h) A contribution of £8,000 for yellow line waiting restrictions/alternative road markings on roads within the vicinity of the site
- i) Future car parking permit restrictions
- j) CCTV maintenance and monitoring
- k) Safeguarding pedestrian and vehicle routes including for the school
- l) Monitoring fees
- m) 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 has 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) Commence within three years of the date of permission
- 3) Submission of a detailed construction methodology including vehicle access and environmental management plan
- 4) Further details of facing materials, balconies, façade and elevational details to be submitted
- 5) Further details of landscaping, highway and pedestrian design and materials, lighting, boundary treatments, child play areas / communal amenity areas and CCTV locations, as well as a maintenance/management plan, to be submitted
- 6) Submission of the pedestrian routes including dimensions, materials, lighting, access and maintenance arrangements

- 7) Site investigation to be carried out and validation report detailing remediation measures to be submitted including a verification report
- 8) No system for inflation of surface water and no piling unless prior agreed
- 9) Submission of Stage 1 written scheme of investigation for archaeology
- 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
- 13) Development to achieve 'Secured by Design' accreditation
- 14) Submission of further details of bicycle and bin stores
- 15) Submission of further details on parking, turning, blue badge spaces, visibility splays and sight lines
- 16) Submission of parking management plan to include how the nursery spaces are managed (if these are not used in the future, the spaces will be used for additional landscaping/child's playspace and not be used for further residential parking)
- 17) Submission of a detailed public art strategy
- 18) Submission of a lighting strategy
- 19) Submission of a public art strategy
- 20) Submission of detailed ecological enhancements
- 21) Submission of details of engagement with Thames Water to ensure water network upgrades
- 22) 10% of units to meet Part M4(3), with remaining units to meet Part M4(2)
- 23) Water efficiency targets to be met
- 24) Implemented in accordance with tree protection measures
- 25) Noise from any air handling units, mechanical plant, or any other fixed external mechanical to be at least 10dB below existing background noise levels
- 26) Implementation in accordance with flood risk assessment and drainage strategy
- 27) Implemented in accordance with the recommendations of the noise assessment
- 28) Implemented in accordance with the recommendations of the air quality assessment
- 29) 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) Section 278 highways informatives
- 4) Subject to legal agreement
- 5) 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

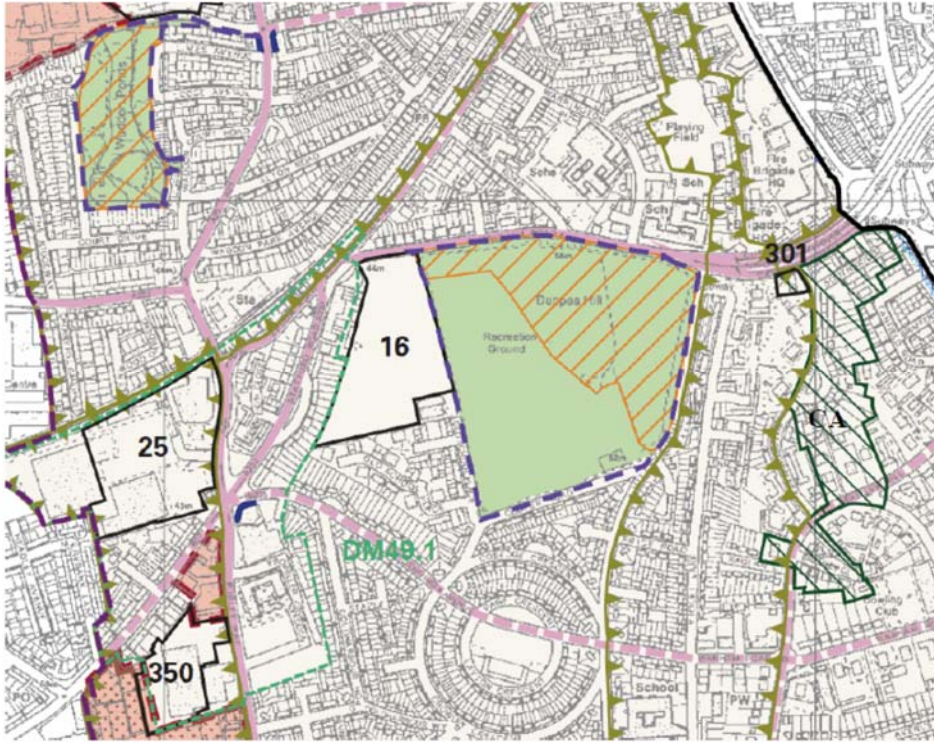


Image 1: Site constraints map (the applicant owns site 16, labelled)



Image 2: The site is outlined in red and the applicants' ownership is outlined in blue to include the wider site. For clarity, London Strategic Land own the wider site; the area in red is the residential element and the area in blue is the land safeguarded as part of the school allocation.

- 5.1 The application site has an area of 1.71 ha and is currently undeveloped green-field land. The site is bound by existing residential dwellings off Old School Place to the south, existing residential dwellings off Stafford Road to the west and Duppas Hill Park

to the east (which is designated Metropolitan Open Land and a Locally Listed Historic Park and Garden). It is adjacent to 'Waddon', a defined Place in Local Plan (policy DM49.1). Vehicular access is provided by Old School Place to the south, with the existing Busy Bees Nursery located immediately beyond south-east boundary of the application site.

- 5.2 To the north of the red line site boundary is further undeveloped green-field land which also falls within the ownership of the applicant, but does not form a part of this application site. The application site and the parcel of land to the north of it are together allocated in the Croydon Local Plan for a secondary school and residential development (with a range of number of homes - between 62 to 128) as seen in Table 1 below.

16: Heath Clark, Stafford Road

Place	Postcode	Size of site	Site description	Suburban, Urban or Central location?	Public Transport Accessibility of area	Local character of area	
Waddon	CR0 4NG	3.24ha	Field	Urban	High	Compact houses on relatively small plots; Industrial Estates; Large buildings in an urban setting; Mixed type flats	
Description of option		Justification for option			Anticipated phasing of development	Evidence of deliverability	Number of homes
Secondary School and residential development subject to access from Stafford Road		The site is of a suitable size for a secondary school, is in an area that has a high demand for school places and can make a significant contribution to meeting this demand. The site is also large enough to accommodate new homes as well as a secondary school. Residential development will help to meet the need for new homes in the borough. Access to this site is currently an issue and development is dependent upon the reconfiguration of the Fiveways junction as currently it is not possible to provide access on to Stafford Road or Duppas Hill Road because of the volume of traffic on these roads. The Sustainability Appraisal recommends the loss of open space is mitigated by the development. School buildings and residential development should be located away from areas at risk from surface water ponding.			2021 - 2026	Site has no known developer interest and the Council will need to work with landowner to bring it forward	62 to 128

Table 1: Site allocation from CLP 2018

- 5.3 The site lies within an Archaeological Priority Area and parts of the site are prone to surface water flooding. The site has a Public Transport Accessibility Level (PTAL) rating of between 1a and 3.

Planning history

- 5.4 There is no relevant planning application planning history for this site.

Proposal

- 5.5 The proposed layout takes the form of three blocks; Blocks A, C and D (note there is no Block B – there was in a previous iteration which has been removed). A central public garden between the three blocks at the centre of the site would be provided. The two flatted buildings (Blocks A and D) would be located towards the northern and southern site boundaries. These provide maisonette family homes at the ground and first floors, served by front and rear gardens, with flats above. These blocks would range between two and five storeys in height. Block C would provide terraced dwellings, located towards the western boundary. These would be three storeys in height.

- 5.6 The site would utilise the existing access off Old School Place, with car parking provision as follows:
- 90 spaces for 126 residential units (0.7 spaces per unit), including 13 residential disabled bays and one visitor disabled bay.
 - 24 relocated spaces for the nursery (as per the existing situation).
 - 230 long-stay, 8 short-stay cycles spaces are provided
- 5.7 The 126 homes include a mix of flats, maisonettes and terraced houses. A total of 65% of the dwellings would be suitably sized for families; including 2 bedroom 4 person units.

Type	Number	Percentage
1 bedroom (2 person)	44	35%
2 bedroom (4 person)	53	42%
3 bedroom (5 person)	29	23%
Total	126	100%

Table 2: Proposed Housing Mix

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:

Environment Agency (Statutory Consultee)

- 6.3 No objection subject to pre-commencement conditions in relation to contamination. [OFFICER COMMENT: Conditions are recommended]

Lead Local Flood Authority (Statutory Consultee)

- 6.4 No objection subject to compliance with the Flood Risk Assessment [OFFICER COMMENT: Conditions are recommended]

Historic England (Archaeology) (Statutory Consultee)

- 6.5 No objection subject to pre-commencement conditions in relation to archaeology. [OFFICER COMMENT: Conditions are recommended]

Thames Water

- 6.6 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 and information on underground assets should be included on the decision notice in the event planning permission is granted. [OFFICER COMMENT: Informative is recommended]
- 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 accepted the condition].

Crime Prevention Officer

- 6.7 The proposed development is suitable to achieve 'Secured by Design' accreditation, and as such a condition should be attached to ensure that the development follows the principles and physical security requirements (including CCTV and lighting) of 'Secured by Design' Further details are also required on the access route to Duppas Hill Road. [OFFICER COMMENT: Conditions are recommended].

Transport for London (TfL)

- 6.8 The proposals are compliant with the transport policies of the draft London Plan. TfL therefore has no further comment subject to conditions on cycle parking, blue badge space and Electric Vehicle Charing Points and Construction Logistic Plan [OFFICER COMMENT: Condition are recommended).

7 LOCAL REPRESENTATION

- 7.1 A total of 291 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: 22 Objecting: 22 Supporting: 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:

Summary of Objectors Concerns	Officer's Response
Impact on parking and safety of local highway network	The parking provision and impact on the local highway network is considered appropriate
The proposal is an overdevelopment of the site and is not in keeping with its surroundings	The development is considered to be of an appropriate scale and form, and is a high quality design.
Overlooking and loss of privacy	The development would not cause an unacceptable loss of neighbouring privacy.
Loss of daylight and sunlight to surrounding properties	The development would not cause unacceptable loss of light and daylight to neighbouring properties.
The footpath is unacceptable linking to	The footpath would create a link between the development and Waddon Station. A condition is also recommended in regards to detail of the footpath

a busy road and business road	
Detrimental impact on trees and more replacement trees required	There is a replacement planting and landscaping scheme. The trees which are to be removed are of low quality.
Increase in noise and disturbance and litter and pollution	It is not considered the proposal would generate significant levels of noise disturbance, pollution and litter given the residential nature of the development and its location.
Noise, disruption and pollution impacts during construction	A draft construction logistics plan has been provided, the final plan is recommended to be secured via condition.
Insufficient capacity of local infrastructure and transport	The proposed development would be CIL liable and would thus contribute towards such infrastructure.
Site should be a playground for new school	The site allocation is both for residential and a school.
Reduction in visual amenity and open space and park should be maintained	The site allocation is for residential and as well as a school. Duppas Hill Park is maintained as part of the proposals.
Detrimental impact on park and local environment	The proposals include landscaping and links to Duppas Hill Park. The proposal is considered to be acceptable in this regard.

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

7.4 The proposed development will have an adverse impact on property prices, private road covenants and views [*OFFICER COMMENT: Property values, covenants and views are not a material planning consideration.*]

7.5 The Ward Councillor for Waddon (Cllr Robert Canning) raised the following objections:

- Difficult and dangerous highway access to the site - both for construction traffic and for vehicles once the flats were built. Accessing the site via Old School Place could put the lives of young children at the nursery at risk. It would also cause congestion problems, disturbance to residents and create new parking pressures in Old School Place and other local roads.

8 RELEVANT PLANNING POLICIES AND GUIDANCE

8.1 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 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 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. The relevant policies to this proposed development have been listed in Appendix 1 of this report.

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.

9 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of Development
2. Housing (mix and affordable)
3. Townscape and Visual Impact
4. Impact upon Neighbours
5. Housing Quality for Future Occupiers
6. Transport
7. Environmental Impact, Sustainability and Flooding
8. Other Planning Issues

Principle of Development

School Allocation

9.2 To progress this planning application, officers have required the applicant to demonstrate that the area of the site it proposes to retain in an undeveloped state would be an appropriate and feasible location for a future secondary school, in line with the site allocation requirements. Officers have been clear that the school part of the allocation takes priority and the residential scheme must not close off options for a school to come forward in the future.

9.3 Officers have worked closely with education colleagues to ensure sufficient space is safeguarded for the required size of secondary school. A key aspect of the school feasibility work has been showing that vehicular access to a future school would not

be compromised by the fixing of a residential development, particularly bearing in mind the allocation specifically refers to access from Stafford Road. The current proposal does not reduce the potential access for a future school from Old School Place, Stafford Road or Duppas Hill. Traffic modelling has been undertaken in consultation with TfL which has concluded that it could well be possible to provide an access for the school directly off Duppas Hill Road. Further modelling and transport assessments would need to be submitted with any future school planning application. Safeguarding the future access to the school would form a planning obligation incorporated as part of a future S.106 Agreement. Whilst officer's preference has always been for both sites to come forward together as a hybrid application, the applicant has provided a Safeguarding the Future School Site Feasibility Study and officers are satisfied the school has been adequately safeguarded in line with the site allocation, subject to conditions and planning obligations.

- 9.4 Officers have noted that St Andrews School is closing. However, it has been assumed for education modelling (between now and 2039) that some secondary provision will be re-provided on site in the future. Should neither of the two sites (St Andrews and Heath Clark (the application site)) come forward, there would be an undersupply of secondary provision in the future.

Housing

- 9.5 The site allocation indicates a range of homes between 62 and 128. The proposal is for 126 units and therefore at the upper end of the range. It would therefore see the provision of additional dwellings within the parameters of the site allocation.
- 9.6 Officers have challenged the applicant to deliver more units on the site, thereby increasing the density. They have stated the scheme has been designed to be consistent with the site allocation and an increase in height (for example) would compromise the quality of the development particularly in relation to provision of landscaping across the site, additional parking requirements and sunlight and outlook. Given the scheme would deliver close to the upper limit of the allocation, a grounds for refusal (on grounds of under-utilisation of the site) would not represent a sustainable reason for refusal.
- 9.7 The scheme safeguards land for the school and provides homes within the site allocation indicative range and is acceptable, subject to consideration of the following issues.

Housing Policy

Mix

- 9.8 As the site sits within a 'urban setting' with a PTAL of between 1a and 3, major proposals in this location are required to provide a minimum of 60% three-bed units. As outlined in Table 2 above, the proposal provides a total of 23% three bedroom properties. Policy DM1 allows for 2 bedroom 4 person homes to be part of 60% within three years of the adoption of the plan. Overall, 65% of units would be family sized units when including the 2 bedroom 4 person flats which would exceed the current minimum requirement. This is fully supported.

- 9.9 Moreover, there is a mix of unit sizes through the affordable housing element of the scheme, which is welcomed. The remaining mix of units proposed throughout the scheme would be acceptable and would provide a broad range of unit sizes.

Affordable Housing

- 9.10 Policy requires the Council to seek a minimum of 30% affordable housing, but to negotiate to achieve up to 50% affordable housing (subject to viability) and seek a 60:40 split between affordable rented homes and intermediate homes.
- 9.11 The proposed development would provide 30.3 % affordable housing by habitable room, which would amount to 38 units. The tenure splits 71% affordable rented against 29% intermediate housing by habitable room. 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) form the affordable rented provision. Shared Ownership units form the intermediate provision.
- 9.12 Whilst the proposed tenure split differs from that set out in policy SP2.4 (60:40), there is a greater proportion of affordable rent being proposed (at London Affordable Rent levels). The applicant's viability assessment has been independently reviewed on behalf of the Council, with this exercise determining that the offer is the maximum reasonable that the scheme can deliver. An early and late viability review would be secured as part of the S.106 Agreement.

Townscape and Visual Impact

Scale and Mass

- 9.13 The townscape context of the site varies in terms of its urban grain; Stafford Road consists mainly of 2 storey houses and further to the south west is a mixture of houses and flatted blocks of between 2 and 5 storeys. The proposed height of 2 to 5 storeys would follow this context. Whilst officers are of the view the scheme presents a "safe" option in terms of the scale of the buildings, as stated above in paragraph 9.5, it would sit at the upper end of the residential component of the allocation which would be appropriate and in accordance with the development plan. The applicant has stated that the density would be appropriate given the site allocation, the impact on parking, quality of accommodation and the layout. Overall, it is acknowledged the scheme would sit within the range set in the site allocation and the density range in the London Plan (acknowledging this is being removed in the New London Plan and is not to be used mechanistically).



Image 3: Site massing

Site Layout, Amenity and Internal Layout

9.14 Officers are supportive of locating the 3 blocks around a central public space, which would be well overlooked and create a social and active heart to the scheme.



Image 4: Site layout

9.15 The two apartment buildings (blocks A and D) would be located to the north and south. These provide duplex/maisonette family homes at the ground and first floors, with front and rear gardens providing active frontages. Apartments would sit above, accessed by

communal entrances, which would be suitably clear and legible. Block C would provide residential terrace, located alongside with the western boundary and would act as a buffer to the existing semi-detached properties fronting onto Stafford Road.

- 9.16 The site arrangement seeks to take advantage of Duppas Hill Recreation Ground, creating some views towards the park through the positioning of habitable rooms on the eastern flank elevations of the two flatted blocks. The apartment layouts have been developed to omit single-aspect, north-facing units which is supported.
- 9.17 Officers have been clear that pedestrian and cycle routes through the site and linking, in particular to Waddon station are critical to the schemes success. The applicant has now provided a pedestrian and cyclist link along the western boundary of the site - see Image 5 below. This would be lit and accessed controlled for residents only. Furthermore, the applicant has safeguarded the north-west corner for potential future routes through to Stafford Road.
- 9.18 Once the school site is brought forward the access option must be integrated and explored to allow the possibility for further permeability onto Stafford Road, in particular.



Image 5: Site access plan

- 9.19 Officers have raised concerns the pedestrian and cyclist experience entering the site from Old School Place. The applicants has sought to address this by improved passive surveillance, additional pedestrian pathways and enlarged the routes to parking. The

applicants have also committed to CCTV, including maintenance and monitoring. This includes routes through to the park. This is secured through conditions and the legal agreement.

- 9.20 During the course of the application, the applicant have also removed 11 parking bays and reduced road widths.

Elevational Treatment

- 9.21 The architectural language chosen for the proposal seeks to integrate with its immediate context whilst developing its own identity, in terms of scale and materiality. The images below illustrate the architectural treatment. The scheme employs a variety of materials, to create design interest which are applied in a contemporary fashion to create rhythm, design interest and break up the mass. The general approach is supported. Given the predominance of brick and masonry-finished buildings in the immediate context of the site, a selection of clay bricks and masonry concrete blocks are proposed which is supported.
- 9.21 The façade treatment concept is to provide high-quality and long-lasting façades whilst enabling a unique identity for each of the blocks. A different colour of brickwork is proposed for each of the apartment blocks and for the row of terrace homes.
- 9.22 Within the flatted blocks, the ground floor and parts of the first floor are to be treated in a single unifying masonry blockwork treatment. The architectural appearance of the buildings would be defined by this unifying 'plinth' which would provide a single material treatment across the entire development. It is this feature that would tie all of the buildings together, while an individual colour associated with each apartment block should establish a strong individual identity to each block and communal entrance.

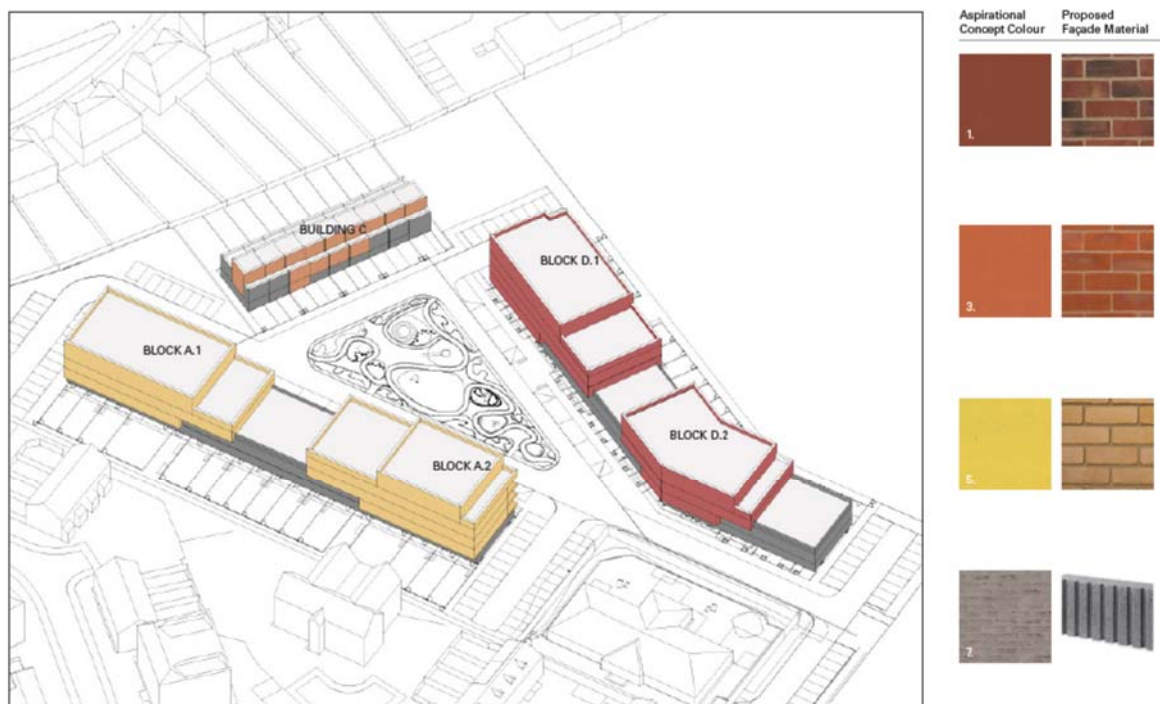


Image 6: Elevational materials

- 9.23 Across the development, secondary façade elements would be consistent across the various buildings where appropriate; for example, typical window types would be common across the multiple buildings with balcony detailing used in all instances. The architectural approach utilising high-quality standardised components that relies on the colour of these elements to provide differentiation and individual identity is supported.
- 9.24 Balconies have been designed as steel-framed and would have a powder-coated finish to match the block colour – adding visual interest to the facades. In limited areas, it is proposed to add a feature brickwork relief, to add further interest and diversity to the overall composition and to help break down the scale of the building. The feature brickwork is proposed as alternating courses of inset brickwork, providing a horizontal banding of relief.





Image 7: Visuals of the scheme

- 9.25 The varying heights would also add interest and maximise the outlook to the park and allow for further dual aspect units. The roof treatment across all buildings is proposed as 'brown' bio-diverse roofs with photovoltaic solar arrays. Where apartments are located adjacent to roof areas, private roof terraces are proposed. Overall, the materials palette is supported, subject to conditions covering the finer details of the elevational treatment, external facing materials (including samples), balconies, refuse storage, lighting and public art.
- 9.26 The elevational treatment to Block A includes yellow bricks over the plinth. Balconies are mainly to the south to maximise the daylight to private amenity spaces. The northern elevation is articulated by the active frontage to the maisonette homes and ground floor flats. The upper levels of the apartment buildings are defined by long curtain wall glazing to the stair cores, which would give legibility to the communal entrances at ground levels. The gable ends of the blocks include recessed balconies at the corners and windows providing passive surveillance to landscape and parking spaces.
- 9.27 The terrace houses of Block C are located between the flatted blocks and at three storeys, would be lower in height and proportion to the adjacent apartment buildings. The elevational treatment would be the same materials in a slightly different way, to tie the architectural response together whilst also seeking to give each terrace house an identity of its own. Orange tone bricks are proposed for the plinth; while the same window proportions would be used as the flatted blocks.
- 9.28 The elevational treatment to Block D would include red bricks over the predominately two storey 'plinth'. Balconies would be typically arranged to the face south and maximise natural daylight to the amenity space, providing a contrast to Block A elevational treatment opposite. In the same way as Block A, there would be curtain wall glazing and recessed balconies and windows to provide passive surveillance. The building height would also increase further from Duppas Hill Park to avoid the sense

of enclosure and maintain views. All these elements would add visual interest to all three blocks and should help embed the development into its local context and help reinforce local distinctiveness.



Image 8: Typical elevation of Block D showing the communal entrance and the treatment of the two storey maisonette homes

Impact upon neighbours

- 9.29 The siting and massing of the scheme has been designed to respect the adjoining occupiers. The proposals are well separated from the nearest neighbours particularly those residing in properties fronting onto Stafford Road and Old School Place. The surrounding properties that have the most potential to be affected by the proposals are indicated by Image 9.



Image 9: Surrounding properties in relation to the application site

Daylight and Sunlight Impacts

- 9.30 The applicant has submitted a sunlight and daylight study that tests the scheme against guidance contained with BRE's 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice' End Edition, 2011'. See Appendix 3 for BRE sunlight and daylight definitions. The assessment measures the impact of the development on the following properties; Catherine Lodge, 47-69 Stafford Road (odds only), 51-66 Old School Place, 67-70 and 71-74 Old School Place, 140-153 Old School Place and 154-158 Old School Place.

140-153 Old School Place

- 9.31 The main impact of the development would be 140-153 Old School Place. This building is orientated directly towards Block A, a 4-storey residential block towards the southern boundary. Given these properties overlook an open site in their existing condition, it is inevitable there will be a degree of change from the current daylight levels.
- 9.32 In terms of daylight, the Vertical Sky Component (VSC) assessment demonstrates that 25 of the 34 windows tested will meet the BRE targets achieving at least 0.8 times their existing levels. In respect of 9 the windows falling below the targets, 4 are living rooms served by additional windows that experience no material change (achieving 0.6 and 0.7 times their existing levels). Where rooms are served by more than 1 window, the BRE guidelines suggest the mean target can be taken. The mean value to these spaces would either meet or exceed the BRE target and therefore would not be materially affected and would be compliant with the BRE criteria. The remaining 4 windows serve bedrooms which are considered to require less daylight under the BRE guide such that these localised effects are considered to be acceptable. 2 of these windows would achieve 0.6 times their existing levels and 2 windows would achieve 0.7 times their existing value.
- 9.33 Further assessments of daylight distribution confirm daylight levels will not be materially affected as all main living areas achieve at least 0.8 times their existing

value. The only affected spaces are bedrooms which are less sensitive (falling below BRE guidelines by 2 windows achieving 0.5 times their existing levels, 1 window achieving 0.6 and 1 window achieving 0.4 times their existing levels). As such that the effects are therefore considered to have a minor adverse impact and acceptable under the BRE guidelines.

- 9.34 In regards to sunlight, there are 3 main living rooms with windows facing within 90 degrees south and these have been considered for sunlight effects. The results of the APSH assessments show all main living rooms would meet the BRE targets and is compliant for sun-lighting under the BRE criteria.
- 9.35 Whilst the proposed development would result in some daylight impacts, 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. 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 condition is a clear site. As such, the daylight and sunlight implications of the proposed development for this immediate neighbour, balancing the benefits of the scheme, would be acceptable.

Other Surrounding Properties

- 9.36 Properties on Stafford Road and other properties on Old School Place are located sufficient distances back from the site boundaries – and with the scale of development proposed and existing orientation, the scheme would satisfy BRE criteria and guidelines.
- 9.37 The existing nursery (Busy Bees-164 Old School Place) was not tested within the applicant's daylight and daylight study due this not being a residential use. The nursery have also provided a letter which states that they have been in continual dialogue with the applicant and the proposal would not impact on the operation of the nursery.

Overlooking, Outlook and Privacy

- 9.38 In respect of surrounding properties, the majority of the properties fronting onto Old School Place sit at an angle to the application which helps when seeking to manage levels of overlooking. 140-153 Old School Place is located immediately to the south and a minimum set-back of 18 metres from the existing buildings would be maintained and existing occupants would continue to enjoy acceptable levels of outlook and privacy. There would be some overlooking – but at an acceptable level.
- 9.39 Existing properties on Stafford Road are situated over 40 metres away from the rear of the terrace houses on Block C. Given this relationship, the development would not unduly overlook these properties or unacceptably impact upon the levels of outlook and privacy afforded to these residents.

Other Impacts

- 9.40 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. Whilst concerns have been raised regarding the impact of construction; such impacts would only be temporary and should only be afforded limited weight. In order to ensure that any such impacts are minimised as far as

reasonable possible, a condition requiring the submission of a detailed Construction Management Plan/Construction Logistics is recommended.

Housing Quality for Future Occupiers

Housing Standards

- 9.41 All of the proposed units would comply with the NDSS and all would feature generous external amenity spaces (in the form of balconies/terraces) which would provide a minimum depth of 1.5 metres (in accordance with the Mayor of London's Housing SPG) and meet the minimum quantum's stipulated by policy DM10.4 of the CLP.
- 9.42 The three building would be orientated around the perimeter of the site, parallel to the north, west and south boundaries. To provide active frontages, the buildings would be arranged to form a central public garden with front doors facing onto this space. The ground floor would be arranged to maximise active frontages and the ground floor accommodation on Block A and D would be typically maisonettes, family homes or single level dual aspect units. With the maisonettes, the living rooms would face south.
- 9.43 Of the 126 units proposed, a very high proportion of these would be dual aspect (representing 69% of the proposed units). 23% of the units would be either terrace houses or maisonettes with front and rear gardens. None of the units would be north facing single aspect units.
- 9.44 A daylight and sunlight assessment demonstrates the levels of daylight and sunlight anticipated for the proposed development. The analysis shows that 291 (97%) of the 298 assessed would fully meet the BRE targets for Average Daylight Factor. Of the 6 rooms which would fall short of the targets, 2 are bedrooms which are regarded as less important for daylight under BRE guidelines. These rooms would fail the ADF, being at 0.8 which is considered to be a minor adverse impact. The remaining failures relate to living/kitchen/dining rooms (with ADF of 0.8, 1.0, 1.1 and 1.3). These are set back beneath balconies and whilst external balconies can maximise the overall quality of units, they can result in some lower internal daylight levels. This trade-off is recognised in BRE guidance. These deviations are considered to be minor given the high overall level of compliance.
- 9.45 The sunlight was also assessed for amenity spaces. Whilst the majority of spaces would meet the guidelines, the private amenity space to the north of Block D would fall below the targets (the space will fail to receive at least 2 hours of sun on March 21st – in view of the northerly aspect to these units. That said, the assessment indicates that on 21st June, sunlight levels to these gardens would be over 60% sunlight in the summer months, when the use of the space will be at its highest. Therefore, the limited level of sunlight during spring and autumn months would be a minor adverse impact on future occupiers – but acceptable all the same. The occupiers would also have access to the high-quality central communal garden space.
- 9.46 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 given the angles of each of the blocks. As such it is considered that future occupiers of the proposed development will be afforded a good level of amenity.

- 9.47 The applicants have submitted a noise assessment to establish existing noise and vibration levels and to identify where and what mitigation measures are necessary. It is proposed that double glazing and mechanical-extract ventilation be provided, to ensure future occupiers are not adversely impacted by noise and vibration levels; these measures, as recommended within the submitted report, are to be controlled through the use of a planning condition.

Communal Amenity and Child Play Space

- 9.48 In accordance with Policy DM10.5, communal amenity space would be accommodated within the central spaces and there would be a community garden and other landscaped areas throughout the development
- 9.49 The proposed development is required to provide a minimum of 486 square metres of child play space based on the child yield. In accordance with DM10.4 there would be a total of 570 square metres of playable areas. The central space would feature a range of play spaces providing stimulating activity for children of all ages including natural play features. This area would be inclusive and feature areas of seating as well as soft landscaping. Other incidental and natural play components would provide 'play-on-the-way' and these would also be integrated within the landscape, amongst the planting. Stepping stones, boulders and balancing logs would create 'trails' through the gardens.
- 9.50 Officers are satisfied that both the proposed communal amenity and child play space would be of a high standard and a feature of the scheme and a condition requiring the submission of the final detailed specification is proposed. All space would be available for all future occupiers.

Accessible Housing

- 9.51 There are a number of residential entrances to each of the proposed buildings. In general, the apartment units would be accessed from a communal entrance accessed from the roadway, in front of the communal garden. Each building would have a lobby to accommodate post boxes – leading through to stairs and lifts to the upper levels. The townhouses of Block C and the maisonettes on Block A and D would have their own individual front door access, adjacent to the roadway in front of the communal garden. 10% of the proposed 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 would be distributed across the various tenures. All 13 wheelchair accessible homes would be provided with a parking space in close proximity to their home with an additional accessible space for visitors
- 9.52 There are up to 8 units per core and therefore the development would be in accordance with the Mayor of London's Housing SPG.

Trees, Landscaping, Biodiversity and Sustainability

Trees

- 9.53 The existing site is grassland currently being grazed by horses. The applicant proposes to remove three individual trees and a part of a group of trees. These are Category C trees and the loss is accepted by the Council's Tree Officer. Tree protection measures

will be put in place to ensure the retained trees are not damaged throughout the construction phase. The applicant also intends to plant a substantial number of new trees, varying in species type and maturity, which is supported. Consequently, there would be an uplift in trees across the site as a result of the scheme coming forward.

Landscaping

- 9.54 The proposed landscaping strategy would be focused on the central public space which would provide future occupiers with a high quality and usable space. It is envisaged as a shared communal garden and inspired by the River Wandle, providing a soft centre with planting, creating visual interest through the seasons. A playful design approach should integrate play requirements within an overarching landscape design, through the creation of 'drumlin' landforms and natural play elements, rather than to have a more traditional fenced off 'play area'. It should be well-overlooked on all sides, with good natural surveillance throughout the day from front doors and windows facing onto the space.
- 9.55 Streets linking into and within the site have been designed to prioritise cyclists and pedestrians over vehicles. A pedestrian-priority approach utilising minimal kerb heights and a unifying surface material will promote the character of a 'home zone' where resident walking is prioritised over driving.
- 9.56 The landscape design has been further developed from PRP and Committee to improve the north-west corner by including a community garden, enlarging the central spaces, reducing car-parking numbers, improvements to the south-west garden to include ecological features and fencing, additional pedestrian/cycle route to Stafford Road/Duppas Hill and enhanced pedestrian routes from Old School Place. Whilst a sufficient level of detail has been provided to satisfy officers that the landscaping will be of high quality, the final selection of materials and planting schedule (as well as boundary treatment) would be controlled and delivered through the use of a planning 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 ecology report does not identify any protected species. A number of net biodiversity gains have been proposed including bird boxes located on Block D and bat boxes on Block C, as well as a wide lighting, variety of planting including a wildflower grassland and hedgehog friendly features. 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 achieving 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.
- 9.59 The scheme is expected to achieve a 28.3% reduction in regulated carbon emissions through the inclusion of roof mounted photovoltaic panels. The remaining regulated

CO2 emissions shortfall would be covered by a carbon offset payment (of 214,920) which would be secured through the S.106 agreement and conditions.



Image 10: Proposed landscape plan

Transport, Parking and Highways

Trip Generation and Impact on Surrounding Transport Network

- 9.60 In order to assess the impact on the existing surrounding transport network a Transport Assessment was submitted. The site has a public transport accessibility level (PTAL) of between 1a and 3 across the site, which represents poor to moderate level of access to public transport services.
- 9.61 In terms of trip generation, the development is forecasted to have 76 and 59 pedestrian trips during the AM and PM peak periods respectively. In terms of vehicular traffic impacts, the estimated generated vehicular trips are 16 and 22 trips during the AM and PM peak periods respectively. This would equate to 1 car every 4 minutes for AM and 1 car every 3 minutes for the PM. The forecasted additional vehicular movements would result in an immaterial impact on the existing local highway network.
- 9.62 The results from the parking stress survey confirm that the Old School Place, Layton and Page Crescents experience relatively high levels parking stress and in general, parking stress varies between streets in the area. The survey also estimated the average total parking stress for the area at 53%. The application site is currently not included within a Controlled Parking Zone although it would be prudent to further manage car parking within the area – should the Western CPZ be expanded in the future by restricting parking permits for future occupiers of this development, to be secured through the S.106 Agreement.

- 9.63 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 marketing initiatives etc.). A full travel plan will be secured via the S.106 Agreement which will be need to be appropriately monitored.
- 9.64 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 Logistics Plan (CLP) which proposes measures including trained traffic marshals, co-ordinated site deliveries and the use of pre-agreed routes for deliveries. Both TfL and your officers support the measures proposed, full details of which would be required by condition. The Council would seek to ensure that no deliveries take place between 07.30 and 9.30 and 16.00 and 18.30 which is in line with the approach for other development sites. The existing nursery (Busy Bees) have provided a letter which states that they have been in continual dialogue with the applicant and the proposal would not impact on the operation of the nursery.
- 9.65 The development would lead to changes to the existing and introduction of new vehicle crossovers. The applicant proposes to provide a vehicular access to the development from Old School Place together with additional pedestrian links to West Duppas Hill Path (to the east) and Stafford Road/Duppas Hill Road (to the North). Officers have sought to enhance pedestrian links from Old School Place and through the development to Stafford Road, to enhance the pedestrian/cycle time to Waddon Station. This had been investigated by the applicant and due to land ownership this has not been possible at this time. The applicants have proposed the link from the development to Stafford Road/ Duppas Hill Road (alongside the western boundary of the site towards the northern end of the site controlled by the applicant). This would be subjected to a planning condition - including safety and security measures. Through the legal agreement, the route would be further considered as part of the school development stage. Whilst the pedestrian routes lack natural surveillance and would not be particularly attractive, CCTV is also proposed across the site and along the pedestrian routes into the site and through the park.
- 9.66 The residential vehicular access would be created across the land on the existing nursery car park. Two vehicular access points, namely Stafford Road and the Old School Place are safeguarded for the school through the legal agreement together with any necessary S.278 works. A contribution towards yellow line waiting restrictions/alternative road markings on roads within the vicinity of the site are necessary to ensure that vehicle movements to and from the development can take place efficiently and safely.

Deliveries and Servicing

- 9.67 The development is anticipated to generate approximately 17 service vehicle trips per day (including waste collections, online shopping deliveries etc.). Given the lightly trafficked nature of the development, it is proposed that servicing and delivery vehicles would stop on the carriageway by the entrance to the dwellings whilst loading and unloading is taking place. Whilst a draft Delivery and Servicing Plan (DSP) has been submitted, a full DSP would be secured by condition.

Parking Provision

9.68 During the course of application the number of car parking spaces have been reduced from 101 to 90. The revised car parking provision is as follows:

- 90 spaces for 126 units, including 13 disabled bays and one visitor disabled bay. This is equivalent to 0.7 spaces per unit.
- 24 spaces for Busy Bees nursery as per the existing situation.

9.69 The reduction in the number of car parking spaces is supported by TfL and the Council's Strategic Transport Team. The proposal will provide 230 long-stay and 8 short-stay cycle parking spaces, which is acceptable.

9.70 There were previous comments from officers, Planning Committee and PRP that the submitted design appeared to be car dominated and there were requests to reduce road widths and to explore stacking. The following changes have been made to help improve the perception of the internal streets:

- On-street disabled parking bay widths have been reduced from 3.6m to 2.7m. The reduced width meets the minimum requirement set out in Department for Transport's Inclusive Mobility guidance (2005).
- On-street disabled parking removed from the one-way diagonal street by Block D to reduce the overall width of the street. These are relocated to the parking courts and the relocation increases the area available for the central park.
- Remove the existing turning head adjacent to the nursery to provide a continuous direct footway on the western side of Old School Place to the site.
- Amendments to the central park geometry means that a large vehicle would not need the full 7.5m width of the shared street by Block A to manoeuvre. The space would be reallocated as 2.0m footway and 5.5m carriageway.
- The link to Duppas Hill Park has been widened to improve access for pedestrians and cyclists.
- Road width of 5.5m is retained to allow for a servicing vehicle to stop on-street and another vehicle to pass while loading or refuse collection is taking place. Given the location and proximity of entrances, localised narrowing is not proposed to reduce the road width.

9.71 Your officers support the changes proposed and conditions are attached with regards to Electric Vehicle Charging Points, details of cycle parking and storage, blue badge and car parking spaces, visibility sight line and splays and swept paths.

9.72 Officers have requested that provision be made for car clubs. At this stage, it is not expected that car club operators would find the site to be financially viable due to the scale of the development, local car ownership levels and public transport accessibility. However, two of the proposed car parking spaces by the entrance to the development could be dedicated car club bays in the future. The car club provision, membership for future occupiers and costs to provide this, will be secured via the S.106 Agreement.

Refuse Provision

9.73 Refuse storage is located within each block of flats, adjacent to the cores. The houses would have refuse storage located within their property curtilage. Provision will be made for both general waste and recycling. Refuse storage requirements have been incorporated in accordance with advice from the Council's waste officers. Swept path analysis has been undertaken using a refuse vehicle with dimensions specified in

LBC's Waste Recycling in Planning Policy Document (Oct 2018). It is proposed that the refuse vehicle would travel one-way clockwise around the site and wait on the carriageway by the refuse stores whilst bins are unloaded. This is acceptable subject to a condition requiring details and it to be completed prior to first occupation and retained in perpetuity.

Other Planning Matters

- 9.74 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 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 £12,600 towards either on-site or off-site air quality improvements would be secured via the S.106 Agreement and a condition to secure details of a Construction Logistics Plan which is acceptable.
- 9.75 The site sits within Flood Risk Zone 1 (and thus is considered to be at a low risk of fluvial flooding) and parts of the site itself is at a medium/high risk of flooding from surface water. A SuDS strategy has been proposed which incorporates swales, bio-retention areas, geo-cellular tanks and permeable paving. 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.
- 9.76 A contaminated land report submitted with the application concluded further intrusive reports should be undertaken. In order to ensure that any potential contaminated land on site is appropriately remediated, conditions are imposed.
- 9.77 An archaeological report submitted with the application concluded the archaeological potential is considered to be low-medium. Any impact to below-ground archaeological remains can be mitigated through an agreed programme of archaeological works, and conditions shall be imposed.
- 9.78 A health impact assessment has been submitted which has established that a population of around 711 people will be generated by the development, including 36 primary and 10 secondary school children. 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. Ensuring there are adequate employment and training opportunities for local people is secured through a contribution and clauses in the legal agreement. As such the development is therefore expected to allow its future occupants to have a healthy lifestyle and is acceptable.

Conclusions

- 9.79 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above, subject to the completion of a legal agreement. 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 5.7 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 7.8 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

DM16 Promoting Healthy Communities

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

Appendix 2: Drawing Nos

Site Plans

432-dRMM-ZZ-00-DR-SIT-A-1000 Site Location Plan P02

432-dRMM-ZZ-00-DR-SIT-A-1001 Proposed Site Plan P04

GA Plans

432-dRMM-ZZ-00-PLA-A-2000 GA Plan - Level 00 P02
432-dRMM-ZZ-01-PLA-A-2001 GA Plan - Level 01 P02
432-dRMM-ZZ-02-PLA-A-2002 GA Plan - Level 02 P02
432-dRMM-ZZ-03-PLA-A-2003 GA Plan - Level 03 P02
432-dRMM-ZZ-04-PLA-A-2004 GA Plan - Level 04 P02
432-dRMM-ZZ-RF-PLA-A-2005 GA Plan - Level 01 P02

Unit Types

432-dRMM-ZZ-02-PLA-A-2600 Detail House Type Plans - Block A
Apartments - Level 2 P01
432-dRMM-ZZ-XX-PLA-A-2601 Detail House Type Plans - Block D
Maisonette - Level 0 + 1 P01
432-dRMM-ZZ-XX-PLA-A-2602 Detail House Type Plans - Block C -
Level 0, 1 + 2 P01
432-dRMM-ZZ-XX-PLA-A-2603 Detail House Type Plans - Block D -
Level 4 P01
432-dRMM-ZZ-XX-PLA-A-2604 Detail House Type Plans - Block A –
Wheelchair Flats Level 04 P01

Sections

432-dRMM-ZZ-XX-SEC-A-3000 GA Sections - Block A - section A-A
+ block D - Section B-B P01

GA Elevations

432-dRMM-A-XX-ELE-A-4000 GA Elevations - Block A - South and
North Elevations P01
432-dRMM-A-XX-ELE-A-4001 GA elevations - block A - West, East
and Sectional Elevations P01
432-dRMM-C-XX-ELE-A-4002 GA Elevations - Block C - East,
North, West and South Elevations P01
432-dRMM-D-XX-ELE-A-4003 GA Elevations - Block D - South and
North Elevations P01
432-dRMM-D-XX-ELE-A-4004 GA elevations - Block D - West, East
and Sectional Elevations P01

Bay Elevations

432-dRMM-A-XX-ELE-A-4500 Bay Elevations - Block A - South and
North Elevations P01
432-dRMM-C-XX-ELE-A-4501 Bay Elevations - block C - East and
West Elevations P01
432-dRMM-D-XX-ELE-A-4502 Bay Elevations - Block D - South and North Elevations
P01

Landscaping

6696-L-GA-00-110 General Arrangement: Landscape (Ground Floor Architectural
Plan) D

Appendix 3: BRE Guidance Terms

Daylight to existing buildings

The BRE Guidelines stipulate that the diffuse daylighting of the existing building may be adversely affected if either:

- the vertical sky component (VSC) measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value (or reduced by more than 20%), known as “the VSC test” or
- the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value known as the “daylight distribution” test.

Sunlight to existing buildings

The BRE Guidelines stipulate that the sunlight of an existing window may be adversely affected if the centre of the window:

- receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of annual winter probable sunlight hours between 21 September and 21 March (WPSH); and
- receives less than 0.8 times its former sunlight hours (or a 20% reduction) during either period; and
- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

If one of the above tests is met, the dwelling is not considered to be adversely affected.

Daylight to new buildings: Average Daylight Factor (ADF)

The ADF test calculates the average illuminance within a room as a proportion of the illuminance available to an unobstructed point outdoors, under a sky of known illuminance and luminance distribution.

The BRE Guidelines stipulate that kitchens should attain at least 2% ADF, living and dining rooms at least 1.5% ADF and bedrooms at least 1% ADF.

Sunlight to gardens and outdoor spaces

The BRE guidelines look at the proportion of an amenity area that received at least 2 hours of sun on 21st March. For amenity to be considered well sunlight through the year, it stipulates that at least 50% of the space should enjoy these 2 hours of direct sunlight on 21st March.