

Planning Committee Agenda



To: Councillor Paul Scott (Chair)
Councillor Muhammad Ali (Vice-Chair)
Councillors Chris Clark, Felicity Flynn, Clive Fraser, Toni Letts, Jason Perry,
Scott Roche, Gareth Streeter and Oni Ovir

Reserve Members: Joy Prince, Nina Degrad, Niroshan Sirisena,
Maggie Mansell, Sherwan Chowdhury, Stephen Mann, Yvette Hopley,
Stuart Millson, Ian Parker and Simon Brew

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Thursday, 27 September 2018** at the rise of Planning Sub-Committee but not earlier than **5.30pm** in **Council Chamber, Town Hall, Katharine Street, Croydon, CR0 1NX**

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

Michelle Gerning
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www.croydon.gov.uk/meetings
Wednesday, 19 September 2018

Members of the public are welcome to attend this meeting. If you require any assistance, please contact the person detailed above, on the right-hand side.

To register a request to speak, please either e-mail Democractic.Services@croydon.gov.uk or phone the number above by 4pm on the Tuesday before the meeting.

THIS MEETING WILL BE WEBCAST LIVE - Click on link to view:
<http://webcasting.croydon.gov.uk>

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

AGENDA – PART A

1. Apologies for absence

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

2. Minutes of Previous Meeting (Pages 7 - 12)

To approve the minutes of the meeting held on Thursday 13 September 2018 as an accurate record.

3. Disclosure of Interest

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

4. Urgent Business (if any)

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

5. Development presentations (Pages 13 - 14)

To receive the following presentations on a proposed development:

5.1 18/02458/PRE 30-38 Addiscombe Road, Croydon, CR0 5PE
(Pages 15 - 16)

Residential redevelopment of the site to provide circa 140 flats.

Ward: Addiscombe West

6. Planning applications for decision (Pages 17 - 20)

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

6.1 18/00749/FUL 34 Arkwright Road, South Croydon, CR2 0LL
(Pages 21 - 36)

Demolition of existing building: erection of a two storey building with accommodation in roof space comprising 6 two bedroom and 1 three bedroom flats: formation of associated access and provision of 7 parking spaces, cycle storage and refuse store.

Ward: Sanderstead
Recommendation: Grant permission

6.2 18/01994/FUL Ridge Hanger, Park Hill Rise (Pages 37 - 54)

Demolition of an existing house: erection of a three storey building comprising 6 two bedroom and 3 three bedroom flats: provision of driveway and associated parking to rear; provision of associated refuse and cycle storage.

Ward: Park Hill and Whitgift
Recommendation: Grant permission

6.3 18/02653/FUL Land rear of 26 Fairfield Road, CR0 5LH
(Pages 55 - 66)

Erection of four storey block comprising of 8 x one bed flats with associated refuse and cycle storage and landscaping.

Ward: Park Hill and Whitgift
Recommendation: Grant permission

6.4 18/03313/FUL 55 Hillcrest Road, Purley, CR8 2JF (Pages 67 - 80)

Demolition of existing dwelling and erection of a two storey detached building with accommodation in roof to provide 7 flats (2 x 1 bed, 3 x 2 bed and 2 x 3 bed) with associated car parking and new crossover, amenity space, refuse and cycle stores.

Ward: Purley and Woodcote
Recommendation: Grant permission

6.5 18/03059/OUT 141 Brancaster Lane, Purley, CR8 1HL
(Pages 81 - 94)

Erection of two storey side/rear and roof extensions and conversion into 6 flats with associated parking, balconies and landscaping.

Ward: Purley Oaks and Riddlesdown
Recommendation: Grant permission

6.6 18/03185/OUT 20 Manor Way, Purley, CR8 3BH
(Pages 95 - 106)

Demolition of the existing building. Erection of a 2/3 storey building comprising 8 flats. Provision of associated parking.

Ward: Purley and Woodcote
Recommendation: Grant permission

6.7 18/01711/FUL Coombe Lodge Playing Fields, Melville Avenue, South Croydon, CR2 7HY (Pages 107 - 150)

Change of use of the site from playing fields (D2) to eight form entry secondary school (D1) for 1680 pupils (1200 pupils aged between 11 to 16 and 480 pupil 6th form), erection of two/three storey school building with separate two storey sports hall building, hard and soft landscaping, car parking, all weather pitch including floodlights and sports areas, and other ancillary facilities.

Ward: South Croydon
Recommendation: Grant Permission

6.8 18/03090/FUL 34 Caterham Drive, Coulsdon, CR5 1JF
(Pages 151 - 160)

Demolition of existing dwelling and garage; proposed erection of 2 no. two storey three bedroom semi-detached dwellings, formation of vehicular access and provision of associated parking.

Ward: Old Coulsdon
Recommendation: Grant Permission

7. Items referred by Planning Sub-Committee

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

There are none.

8. Other planning matters (Pages 161 - 162)

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

There are none.

9. Exclusion of the Press & Public

The following motion is to be moved and seconded where it is proposed to exclude the press and public from the remainder of a meeting:

"That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information falling within those paragraphs indicated in Part 1 of Schedule 12A of the Local Government Act 1972, as amended."

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Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 13 September 2018 at 6.31pm in Council Chamber, Town Hall, Katharine Street, Croydon, CR0 1NX

This meeting was Webcast – and is available to view via the Council's Web Site

MINUTES

Present: Councillor Paul Scott (Chair);
Councillor Muhammad Ali (Vice-Chair);
Councillors Chris Clark, Felicity Flynn, Clive Fraser, Yvette Hopley, Toni Letts, Stuart Millson, Gareth Streeter and Oni Ovir

Also Present: Councillors Lynne Hale, Badsha Quadir, Luke Clancy

Apologies: Councillors Jason Perry and Scott Roche

PART A

73/18 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on 16 August 2018 be signed as a correct record.

74/18 **Disclosure of Interest**

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

75/18 **Urgent Business (if any)**

There was none.

76/18 **Development presentations**

There were none.

77/18 **Planning applications for decision**

The Chair spoke to the Committee for the items to be heard in the following order: 18/01364/FUL 45 The Ridge Way, 18/02266/FUL 57 Woodcrest Road, 18/00239/FUL 63 Selcroft Road, 18/00841/FUL 1 Brighton Road, 18/03270/FUL 37 Woodcote Grove Road, 18/01641/FUL 37-39 Heathhurst Road and 18/02697/FUL 57 Downs Court Road.

78/18 **18/00239/FUL 63 Selcroft Road, Purley, CR8 1AL**

Demolition of the existing bungalow, erection of a two storey (plus roof and basement), creation of nine self-contained residential units (C3) with associated car parking, bin and cycle stores, balcony terraces and landscaping.

Ward: Purley Oaks and Riddlesdown

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Mr Tariq Hafeez spoke against the application.

Councillor Badsha Quadir, Ward Councillor, spoke against the application.

Councillor Letts proposed a motion for **APPROVAL** of the application. Councillor Scott seconded the motion.

Councillor Hopley proposed a motion to **REFUSE** the application on the grounds of intensification character and parking. Councillor Streeter seconded the motion.

The motion of approval was put forward to the vote and was carried out with six Members voting in favour and four Members voted against. The second motion to refuse therefore fell.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 18/00239/FUL 63 Selcroft Road, Purley, CR8 1AL.

79/18 **18/00841/FUL 1 Brighton Road, Coulsdon, CR5 2BF**

Demolition of existing detached dwelling: erection of two/three storey building comprising 4x1 bed flats and 5x2 bed flats: formation of vehicular access onto Stoats Nest Road and provision of associated 6 car parking spaces.

Ward: Coulsdon West

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Ben Reed (Architects Ltd) spoke in support of the application.

Councillor Luke Clancy, Ward Councillor, spoke against the application.

Councillor Fraser proposed a motion for **APPROVAL** of the application. Councillor Clark seconded the motion.

Councillor Millson proposed a motion to **REFUSE** the application on the grounds of over development. Councillor Streeter seconded the motion.

The motion of approval was put forward to the vote and was carried out with six Members voting in favour, three Members voted against and one Member abstained their vote. The second motion to refuse therefore fell.

The Committee thus **RESOLVED** to **GRANT** the application for the development of 1 Brighton Road, Coulsdon, CR5 2BF.

80/18 **18/01364/FUL 45 The Ridge Way, South Croydon CR2 0LJ**

Full planning application for the demolition of a single-family dwelling, erection of a one 3-storey block, containing 9 flats with associated access, 9 parking spaces, cycle storage and refuse store.

Ward: Sanderstead

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Simon Ridgers spoke against the application.

Mark Philpot (Agent), spoke in support of the application.

Councillor Lynne Hale, Ward Councillor, spoke against the application.

Councillor Letts proposed a motion for **APPROVAL** of the application. Councillor Scott seconded the motion.

Councillor Hopley proposed a motion to **REFUSE** the application on the grounds of scale, character and parking. Councillor Streeter seconded the motion.

The motion of approval was put forward to the vote and was carried with six Members voting in favour and four Members voted against. The second motion therefore fell.

The Committee therefore **RESOLVED** to **GRANT** the application of the development of 45 The Ridge Way, South Croydon CR2 0LJ.

81/18 **18/02266/FUL 57 Woodcrest Road, Purley, CR8 4JD**

Demolition of existing building: Erection of a two storey building with accommodation in the roof-space comprising of 2x1 bedroom, 3x2 bedroom and 4x3 bedroom flats: Formation of additional vehicular access and provision of associated parking, play space, landscaping, cycle and refuse stores.

Ward: Purley and Woodcote

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Mr Roger Bullworthy spoke against the application.

Mr Patrick Stroud (architect, acting as agent), spoke in support of the application.

Councillor Badsha Quadir, Ward Councillor, spoke against the application.

Councillor Clark proposed a motion for **APPROVAL** of the application.

Councillor Ali seconded the motion.

Councillor Oviri proposed a motion to **REFUSE** on the grounds of obtrusiveness of the site of the building and parking. Councillor Streeter seconded the motion.

The motion of approval was put forward to the vote and was carried with six Members voting in favour and four Members voted against. The second motion therefore fell.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 57 Woodcrest Road, Purley, CR8 4JD.

82/18 **18/02697/FUL 57 Downs Court Road, Purley, CR8 1BF**

Demolition of existing house; erection of a two storey building with roof accommodation in association with the creation of 7 residential units consisting 2 studio units, 3x1 bedroom, 1x2 bedroom and 1x3 bedroom flats with associated landscaping including retaining wall, car parking, bin store and cycle store.

Ward: Purley and Woodcote

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

There were no speakers for this item.

Councillor Oviri proposed a motion to **REFUSE** the application on the grounds of over development traffic congestion and mix of residential units. Councillor Millson seconded the motion.

Councillor Scott proposed a motion for **APPROVAL** of the application. Councillor Scott seconded the motion. Councillor Clark seconded the motion.

The motion for refusal was put forward to the vote and was held with four Members voting in favour and six Members voted against. The motion for refusal therefore fell.

The motion for approval was put forward to the vote and was held with six Members voting in favour and four Members voted against.

The Committee thus **RESOLVED** to **GRANT** the application for the development of 57 Downs Court Road, Purley, CR8 1BF.

83/18 **18/03270/FUL 37 Woodcote Grove Road, Coulsdon, CR5 2AJ**

At 8:45pm, the Planning Committee adjourned for a short break.

At 8:58pm, the Planning Committee meeting reconvened.

Demolition of existing outbuildings in rear garden and erection of 2 x 4 bedroom detached dwellings with associated landscaping, access and parking.

Ward: Coulsdon Town

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Mr Michael O'Callaghan spoke against the application.

Jenny Begeman (Agent) spoke in support of the application.

Councillor Luke Clancy, Ward Councillor, spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application. Councillor Clark seconded the motion.

The motion for approval was put forward to the vote and was carried with nine Members voting in favour and one Member voted against.

The Committee thus **RESOLVED** to **APPROVE** the application for the development of 37 Woodcote Grove Road, Coulsdon, CR5 2AJ.

84/18 **18/01641/FUL 37-39 Heathurst Road, South Croydon, CR2**

Demolition of existing garages and erection of a four bedroom detached house with associated access.

Ward: South Croydon

Details of the planning application was presented by the officers and officers responded to questions and clarifications.

Ms Vanessa Fisher spoke against the application.

Councillor Ali proposed a motion for **APPROVAL** of the application. Councillor Scott seconded the motion. There was a request that officers consider whether a noise barrier could be incorporated as part of a future boundary treatment condition – adjacent to residential property.

The motion for approval was put forward to the vote and was held with eight Members voting in favour, no Members voted against and two Members abstained their vote.

The Committee thus **RESOLVED** to **GRANT** the application for the development of 37-39 Heathhurst Road, South Croydon, CR2 0BB.

85/18 **Items referred by Planning Sub-Committee**

There were none.

86/18 **Other planning matters**

There were none.

The meeting ended at 9.55 pm

Signed:

Date:

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PLANNING COMMITTEE AGENDA

PART 5: Development Presentations

1 INTRODUCTION

- 1.1 This part of the agenda is for the committee to receive presentations on proposed developments, including when they are at the pre-application stage.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 The following information and advice applies to all those reports.

2 ADVICE TO MEMBERS

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

3 FURTHER INFORMATION

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

4 PUBLIC SPEAKING

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

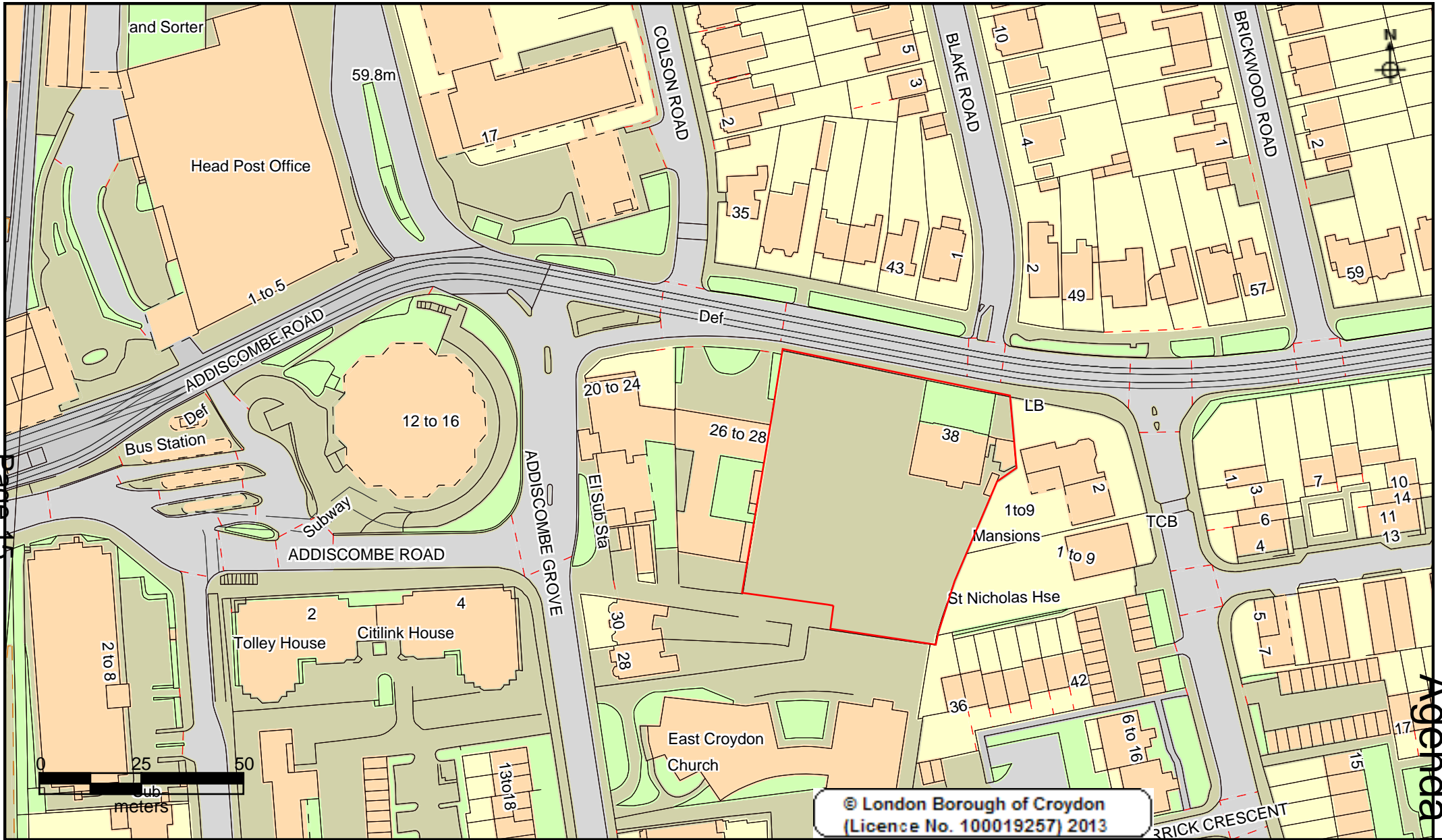
5 BACKGROUND DOCUMENTS

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

6 RECOMMENDATION

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

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PLANNING COMMITTEE AGENDA

PART 6: Planning Applications for Decision

1 INTRODUCTION

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

2 MATERIAL PLANNING CONSIDERATIONS

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

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

3 ROLE OF THE COMMITTEE MEMBERS

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

4. THE ROLE OF THE CHAIR

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

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

5. PROVISION OF INFRASTRUCTURE

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

6. FURTHER INFORMATION

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

7. PUBLIC SPEAKING

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

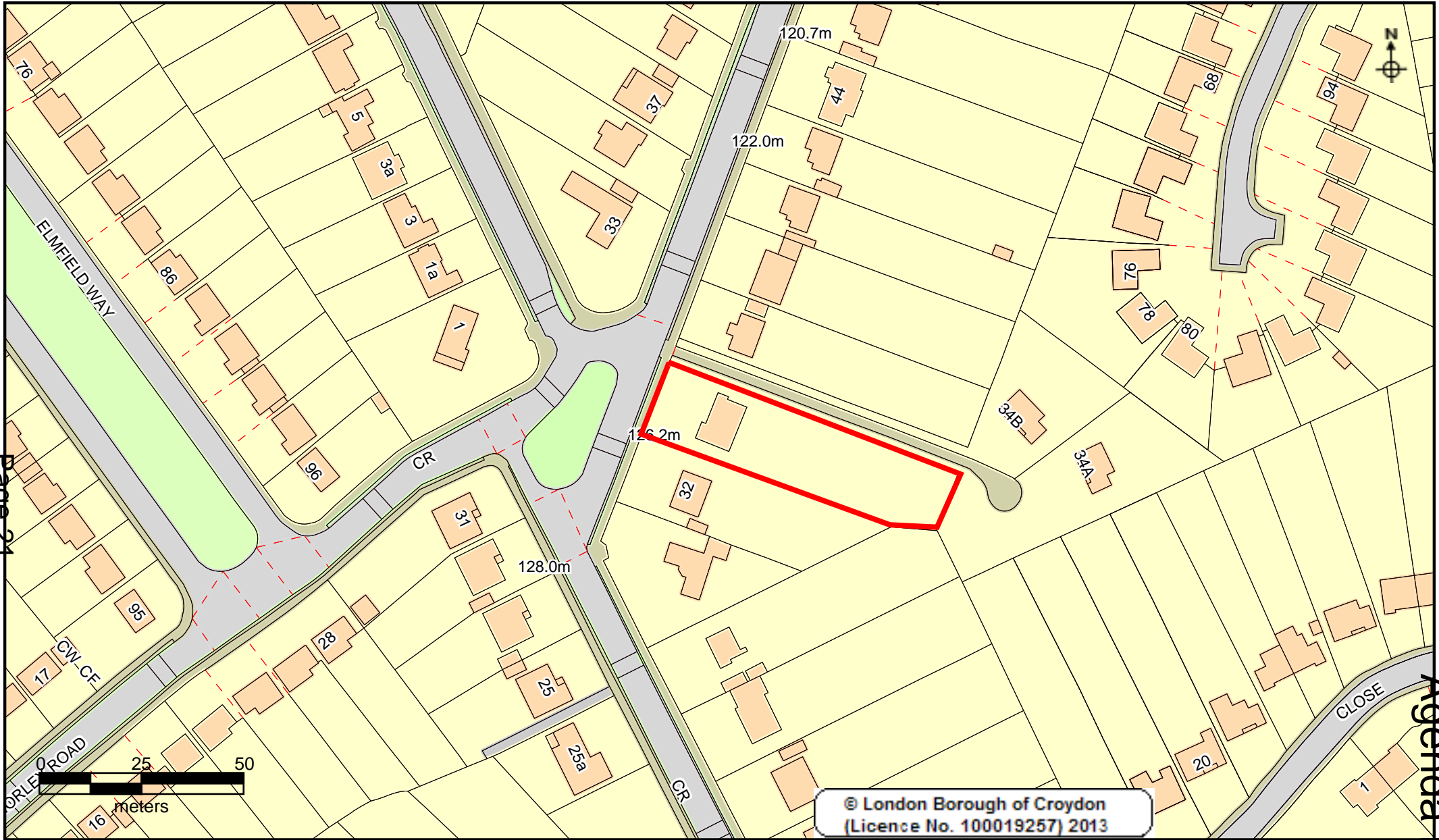
8. BACKGROUND DOCUMENTS

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

9. RECOMMENDATION

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

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London Borough Croydon

CROYDON COUNCIL

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18-Sep-2018



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PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/00749/FUL
 Location: 34 Arkwright Road, South Croydon CR2 0LL
 Ward: Sanderstead
 Description: Demolition of existing building: erection of a two storey building with accommodation in roof space comprising 6 two bedroom and 1 three bedroom flats: formation of associated access and provision of 7 parking spaces, cycle storage and refuse store.
 Drawing Nos: BX27-S1-101B; BX27-S1-102B; BX27-S1-105B; BX27-S1-106B; BX27-S1-107B; BX27-S1-108B; BX27-S1-109B; BX27-S1-110B; BX27-S1-111B; BX27-S1-112B all uploaded on 21st August 2018 and BX27-S1-103C and BX27-S1-104C uploaded on 23rd August 2018.
 Applicant: Mr Gerasimos Stamatelatos (Aventier Ltd)
 Agent: N/A
 Case Officer: Robert Naylor

	studio	1 bed	2 bed	3 bed	4 bed
Apartments	0	0	6 (3 person)	1 (4 person)	0

All units are proposed for private sale

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

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

2.0 RECOMMENDATION

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

Conditions

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

7. 19% Carbon reduction
8. 110litre Water usage
9. Permeable forecourt material
10. Trees - Accordance with the Arb Report
11. Street Tree replacement
12. Inclusive access ground floor
13. Visibility Splays
14. Construction Logistics Plan to be submitted
15. In accordance with details of FRA
16. Ecological survey required.
17. Time limit of 3 years
18. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practise for Construction Sites
- 3) Wildlife protection
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

3.1 The proposal includes the following:

- Demolition of existing detached house
- Erection of a two storey building with accommodation in roofspace
- Provision of 6 x two bedroom flats and 1 x three bedroom flat fronting Arkwright Road.
- Provision of 7 off-street spaces with associated access via Arkwright Road
- Provision associated refuse/cycle stores

3.2 The scheme has been amended during the application process in respect to a revised parking area and the layouts of the proposed building being pushed back further into the site more akin to the existing front building line. The internal layouts of the second floor have been amended to incorporate balconies to Units 6 & 7. The Design Access and Transport Statement, Detailed Design Review, Flood Risk Assessment & SuDs report have also been updated and amended.

Site and Surroundings

3.3 The application site is currently occupied by a single family bungalow with accommodation in the roof space set well in the surrounding street scene of Arkwright Road on the eastern side. The site is bounded by a small access road that leads to 34a and 34b Arkwright Road which are two detached properties located at the rear of the pre-application site and backing onto the properties located in Ridge Langley.



Fig 1: Aerial street view highlighting the proposed site within the surrounding streetscene

- 3.4 Arkwright Road has a varied character, made up of a mix of single/two storey properties in relatively generous plots, with good spacing, with the area in general are made up of traditional dwellings. The site is located in Sanderstead ward and the area has also been designated as an area of surface water flooding and critical drainage area.

Planning History

- 3.5 Small side and rear extensions were undertaken in the 1970's and the erection of a double garage to the rear that was granted in 1980.
- 3.6 Of relevance to this application is a similar scheme at 54 Arkwright Road by the same developer that was recently granted planning permission by Planning Committee for the demolition of existing building, erection of a two/three storey building with accommodation in roof space comprising 6 x two bedroom and 1 x three bedroom flats, formation of vehicular access and provision of 7 parking spaces, cycle and refuse storage and landscaping (Ref: 17/03916/FUL).

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the surrounding area.
- The design and appearance of the development is appropriate
- The living conditions of adjoining occupiers would be protected from undue harm subject to conditions.
- The living standards of future occupiers are satisfactory and Nationally Described Space Standard (NDSS) compliant
- The level of parking and impact upon highway safety and efficiency is considered acceptable and can be controlled through conditions.
- Sustainability aspects can be controlled by conditions

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

6.1 The application has been publicised by 11 letters of notification to neighbouring properties in the vicinity of the application site. The number of representations received from neighbours, Chris Philp MP, local groups etc in response to notification and publicity of the application are as follows:

No of individual responses: 182 Objecting: 180 Supporting: 2 Comment: 0

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

Objections

- Not in keeping with the surrounding area
- Over development
- Over bearing scale – three storeys is too high
- Too dense
- On-street parking will compromise highway safety near to the junction.
- Loss of privacy, light and overlooking issues
- Increase in traffic
- Inadequate parking provision
- Increase in noise and disturbance
- Impacts on drainage and flooding
- Disruption during construction phase
- No affordable housing [OFFICER COMMENT: The scheme is for 7 units which is under the affordable contribution threshold of 10 units]
- Impact on local school and medical facilities
- Houses not flats should be built
- Impacts on wildlife and flora and fauna
- Waste and recycling are inadequate
- Violation of Human Rights [OFFICER COMMENTS: Article 8 rights are a material planning consideration and have to be balanced against all other material considerations. Case law has highlighted that the planning system is an appropriate forum for householders within which they have rights to make representations to the LPA, and that real evidence is required that a development would harm private and family life.]
- Inadequate landscaping – [OFFICER COMMENT: Condition 6 requires further information hard and soft landscaping to be submitted for approval of the LPA]

Support

- Need for housing in the area

6.3 The following procedural or non-material issues were raised in representations and are addressed below:

- Developer selling on sites for profit [OFFICER COMMENTS: This is not a material planning consideration and the Local Planning Authority (LPA) cannot control how a developer chooses to progress and finance sites.]
- Consultation process is flawed [OFFICER COMMENTS: The application has been advertised and dealt with under the Statutory guidance]
- Restrictive Covenants preventing limiting use of the land to a single dwelling [OFFICER COMMENT: Restrictive covenants and planning applications operate independently of one another and not a material consideration. Private covenants prohibiting certain types of use is a civil matter and not in the remit of planning control]
- Incomplete submission [OFFICER COMMENT: The standard of the submission is considered acceptable for officers and respondents to reach a reasonable and informed view on the application as submitted. All the plans are scalable and sufficient to form the current recommendation]
- Boundary dispute [OFFICER COMMENT: Representation have been made that the boundaries are incorrect. This would be a civil matter between the relevant parties and not a material planning consideration]

6.4 The following Councillors made representations:

- Cllr Lynne Hale (Sanderstead Ward Councillor) Objecting – NB: The representation was originally made by Cllr Dudley Mead which was taken over by Cllr Hale following the local elections.
 1. Overdevelopment due to size, density, bulk and massing
 2. Over-intensification and out of keeping with the streetscene
 3. Density out of character with nearby properties
 4. Loss of green areas to increased hard standing.
 5. It would detrimental to the amenities due to overlooking and loss of privacy

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

7.4 Consolidated London Plan 2015

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

7.5 Croydon Local Plan 2018

- SP2 - Homes
- SP6.3 - Sustainable Design and Construction
- DM1 - Housing choice for sustainable communities
- DM10 - Design and character
- DM13 - Refuse and recycling
- DM18 - Heritage assets and conservation
- DM23 - Development and construction
- DM28 - Trees
- DM29 - Promoting sustainable travel and reducing congestion
- DM30 - Car and cycle parking in new development
- DM43 – Sanderstead

7.6 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

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

8. Other matters

Principle of Development

- 8.2 The London Plan and Croydon Local Plan identify appropriate use of land as a material consideration to ensure that opportunities for development are recognised and housing supply optimised. It is acknowledged that windfall schemes which provide sensitive renewal and intensification of existing residential areas play an important role in meeting demand for larger properties in the capital, helping to address overcrowding and affordability issues.
- 8.3 The application is for a flatted development providing additional high quality homes within the borough, which the Council is seeking to promote, and also provides a three bedroom unit, which the borough has an identified shortage of. The site is located within an existing residential area and as such providing that the proposal respects the character and appearance of the surrounding area and there are no other impact issues the principle is supported.

Townscape and Visual Impact

- 8.4 The existing bungalow does not hold any significant architectural merit and therefore demolition is supported. There are a variety of house types and styles in the vicinity, including detached two storey properties, bungalows with accommodation in the roofspace, incorporating chalet style roofs and low level eaves.
- 8.5 Policy DM10.1 states that proposals should achieve a minimum height of 3 storeys, and the proposal is for a three storey building to be located at the site. Whilst it is acknowledged that the proposal represents an increase in the ridge height of the existing, the ridge height is akin to the adjoining properties which are both read as two storey, and the scheme therefore respects the scale and form of the area. The current bungalow is located on a ground level that is raised from the existing street level, and the proposal is to lower the ground level similar to that of the existing street, in order to reduce the overall height of the scheme. As such the massing is considered acceptable within the context of the site. In particular, the asymmetric articulation of the form across the front elevation, including the deep eaves in the centre, is welcomed.
- 8.6 The design of the building incorporates a traditional styled appearance, albeit using more contemporary materials, consisting of two gables to the front elevation and two bay elements are appropriate materials (plain clay hung tiles, render, white timber framed windows and clay roof tiles which can be secured through a condition) with an adequate balance between brick and glazing and appropriate roof proportions.



Fig 2: CGI highlighting the view of the proposed development from the street

- 8.7 The application site has a generous rear garden which is not visible from the public highway. The boundary will continue to be landscaped which would be in keeping with the area. Whilst it is acknowledged that the front of the site would be given over to hard-standing to allow for off street parking for the new dwellings, this is a feature of the surrounding area and there are areas of soft landscaping at the ground floor and along the boundary of the site to soften the appearance which can be conditioned. This would reflect the arrangement of the neighbouring buildings and would be acceptable.
- 8.8 The reconfiguration of the front for parking requires a central access point for the vehicles to enter and exit the site in forward gear which requires an existing street tree to be removed. The tree is in poor condition (category U) and there is no objection from arborists to its removal providing that a replacement is provided nearby. This can be secured by a condition.
- 8.9 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 1a and as such the London Plan indicates that the density levels ranges of 150-200 habitable rooms per hectare (hr/ha) the proposal would within this range at 162 hr/ha.
- 8.10 The scale and massing of the new build will respects the pattern and rhythm of neighbouring area, and would result in a high quality design. Having considered all of the above, against the backdrop of housing need, officers are of the opinion that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Housing Quality for Future Occupiers

- 8.11 All the units of the proposal would comply with internal dimensions required by the Nationally Described Space Standards (NDSS). Whilst it is acknowledged that some of these units are on the cusp they all meet the minimum GIA requirements as set out in the NDSS, and are acceptable.
- 8.12 With regard to external amenity space, the London Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm for each additional unit. All the units located on the ground floor have access to private amenity space in excess of minimum standards, whilst the remaining properties at the upper floors all have private balconies. There is a significant amount of space proposed as communal gardens at the rear of the site. This could accommodate child play space (which can be conditioned)
- 8.13 In terms of accessibility, level access would be provided from the front door to the three ground floor units (which includes the family unit). London Plan states that developments of four stories or less require disabled unit provisions to be applied flexibly to ensure that the development is deliverable. Given the limitations of the footprint to provide the required accommodation, it is considered that one of the ground floor units should be M4(3) adaptable and the other one should be M4(2), This can be secured by condition. A disabled space is proposed for the parking area.
- 8.14 The development is considered to result in a high quality development including a three bedroom family unit all with adequate amenities and provides a good standard of accommodation for future occupiers.

Residential Amenity for Neighbours

- 8.15 The properties that have the potential to be most affected are the adjoining properties at 32 and 36 Arkwright Road and the two properties at the rear of the site 34a and 34b Arkwright Road.

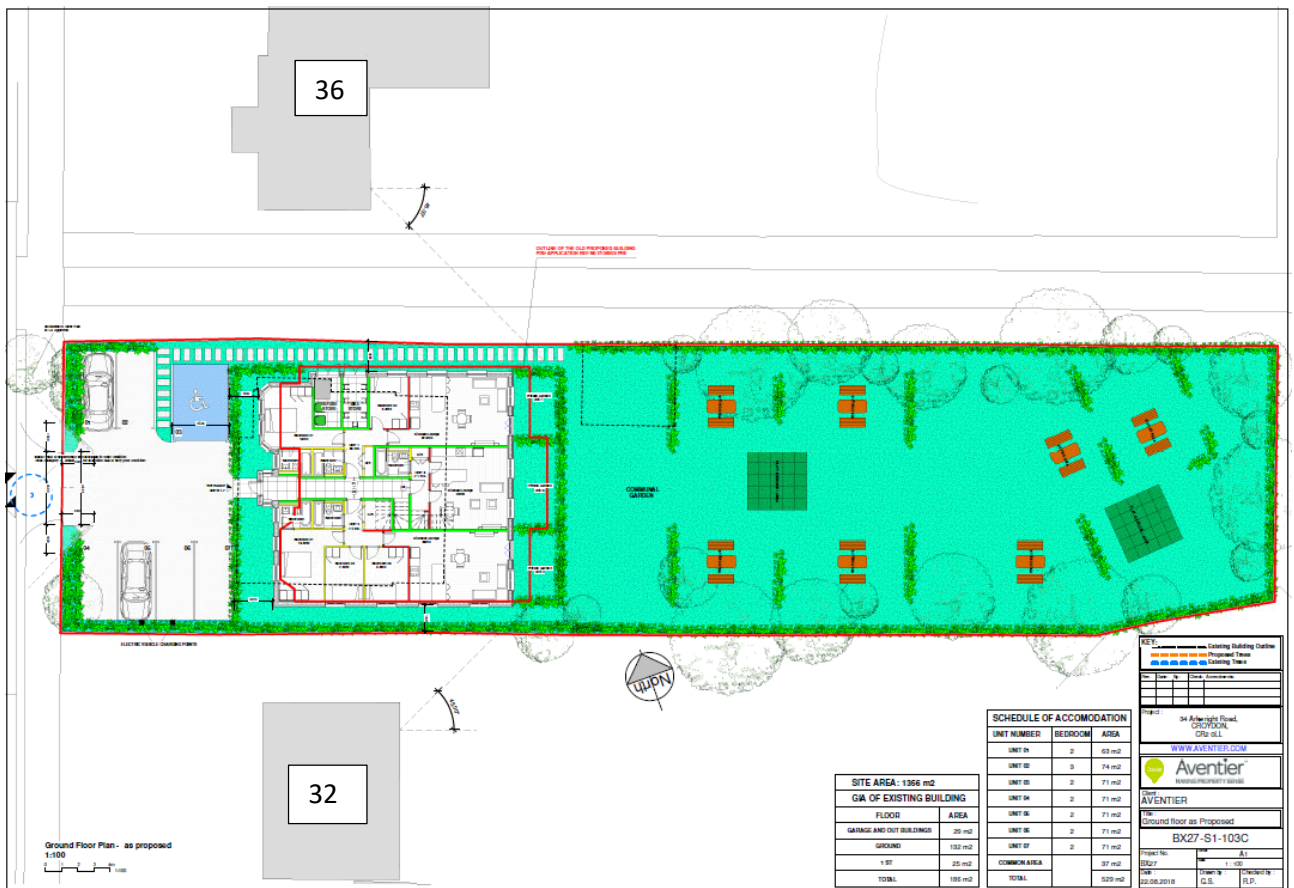


Fig 3: Ground floor plan highlighting the relationship with the adjoining occupiers.

32 Arkwright Road

- 8.16 The front building line of the proposal is set back from the existing building line and seeks to replicate a similar building line to the adjoining property to provide more consistency within the streetscene. However the main increase in the overall footprint of the building is experienced at the rear of the site, with approximately 4.3m deeper than the existing property and the height of the main building increasing by two storeys. This impact on 32 in terms of outlook is considered acceptable as the buildings are well spaced on large plots.
- 8.17 The scheme would pass the 45 degree BRE test for loss of light to the rear elevation windows and is to the north of this property. The new bulk of the proposal would be the first floor and roof element which is located approximately 1.6m from the boundary with number 32 which is also located in excess of 4.0m from this boundary. There is a close board fence and extensive vegetation along this boundary which is sought to be retained, and would help mitigate any issues of overlooking at ground floor level.
- 8.18 The property has windows in the rear and flank elevations at upper floor adjoining the proposed site. Planning permission was granted in March 2016 for the alterations; construction of three dormer extensions to front roof slope and one dormer extension in the rear roof slope; Erection of single storey link extension to adjacent detached garage and construction of pitched roof over the existing garage which indicates that the rear upper floor windows serve a bedroom and non habitable rooms including a w/c and a landing. The flank window also serves a bedroom. However both of the bedrooms appear dual aspect with the separation distances this is acceptable.

- 8.19 There are no windows proposed on the first floor at the side and as the rooflights are high level it is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. Nevertheless it is considered prudent to condition obscure glazing to ensure that any future overlooking is mitigated along the flank elevations.
- 8.20 Whilst there would be a degree of overlooking as a consequence of the rear fenestration, this is not uncommon in a suburban location. Given the design, layout and separation between the properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

36 Arkwright Road

- 8.21 There is an access road between the property and the site proposal which separates the buildings by approximately 10m. The rear of the proposal would be approximately 4.2m deeper than the current property. Given the significant set off from the boundary the extension is not excessive in visual terms despite the increase in the height and depth at the rear.
- 8.22 In respect to loss of light, the extension would pass the 45 degree BRE test for loss of light to the rear elevation windows. It is acknowledged that there are two flank windows which front the proposal in the upper floors which serve a w/c and a bedroom, however these would pass the 25 degree tests in respect to facing windows.
- 8.23 There are no flank windows proposed at first floor levels and the rooflights are located at a high level it is unlikely that they would provide either actual or perceived levels of overlooking and loss of privacy. There would be a degree of overlooking as a consequence of the rear fenestration and location of the balconies, however this is not uncommon in a suburban location. Given the design, layout and separation between these properties the current boundary treatment and provision of a suitable landscaping scheme (secured by way of a planning condition) this is deemed acceptable to ensure no undue impact on the amenities of neighbouring properties.

34a and 34b Arkwright Road

- 8.24 Given the separation between this property and the proposal is in excess of 20m and the proposed landscaped boundary located between these properties which can be secured by condition, this relationship is acceptable.
- 8.25 Given that the proposal is for a residential use in a residential area the proposed development would not result in undue noise, light or air pollution from an increased number of occupants on the site. Subject to conditions the proposed development is not visually intrusive or result in a loss of privacy.

Access and Parking

- 8.25 The site is located within a PTAL of 1a which is poor. The London Plan sets out maximum car parking standards for residential developments based on public transport accessibility levels and local character. In Outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision which in this case would be 2 spaces per unit, although residential parking standards should be

applied flexibly. The provision of 2 spaces is a maximum provision and a 1:1 ratio would be more in line with the London Plan and Croydon Plan to reduce the reliance on the car and meet with sustainability targets.

- 8.26 The scheme provides 7 off-street parking spaces in a parking area at the front of the site which would equate to a 1:1 provision in respect to the units proposed at the site. There is a large existing area of hardstanding on the frontage, and the proposal would have additional spaces, however the scheme would allow for some planting which can be secured through a condition to retain the existing character. The parking layout and access arrangement permits access and exit movements in forward gear and would be acceptable subject to a condition providing the suitable visibility splays and as such would not harm the safety and efficiency of the highway network.
- 8.27 In compliance with the London Plan, electric vehicle charging points should be installed in the parking area and this can be secured by way of a condition. Cycle storage facilities would comply with the London Plan (which would require 14 spaces) as these are located within the footprint of the building and are therefore secure and undercover. However, consideration should be given to a more conventional layout with separate stands as it is sometimes difficult for wall stands to be used, as such further details will need to be secured by way of a condition.
- 8.28 Concerns have also been expressed in regard to the amount and type of excavation required at the site and further details are required as part of a construction method statement. A Demolition/Construction Logistic Plan (including a Construction Management Plan) will be needed before commencement of work and this could be secured through a condition.

Environment and sustainability

- 8.29 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.30 The applicants have submitted a Flood Risk Assessment (FRA) which based on a desktop study of underlying ground conditions, infiltration of surface water runoff following redevelopment may be feasible. To mitigate any residual risk of flooding, the FRA indicates that flood resilient construction techniques should be incorporated into the proposals and in order not exacerbate the risk of surface water flooding, surface water drainage arrangements for the redeveloped site should be in accordance with national and local policy requirements and should ensure that there is no increase in flows of surface water runoff when compared with the existing site.
- 8.31 Given the areas of hardstanding to be utilised as parking areas, permeable paving system should be incorporated as part of the scheme. This should accommodate surface water runoff from hardstanding areas in up to the 1 in 100 years plus 40% climate change event. This can be secured through a condition.

Trees and landscaping

- 8.32 There are no trees on site subject to a tree preservation order. The applicants have submitted an Arboriculture Report and Impact Assessment which highlights that five small category C and U trees will be removed from the front of the site and

approximately 35 new trees along with shrubs and hedging will provide mitigation planting at the site. The works should be undertaken in accordance with the Arboriculture Report and Impact Assessment recommendations and this has been conditioned.

8.33 The relocation of the vehicular access route would require the removal of a street tree. This tree is a U category and could be removed providing that there is a suitable replacement which can be secured by condition and should be located on the greened traffic island near the site, subject to full details being provided. The current landscaping plan highlights a number of trees and shrubs to be located at the rear and the front of the site. There are concerns that some species proposed in the landscaping scheme, particularly at the front of the site could not be accommodated on site. As such a landscaping condition has been attached to ensure that the landscaping provided would provide suitable scheme at the site.

8.34 The application site is not near an area of special scientific interest or a site of nature conservation value. Respondents have indicated that protected species are present at the rear of the site. The applicant has indicated that they have conducted a walkover survey and confirmed that there was no evidence of protected species present. Also during the officer's site visit, there is no evidence to suggest that any protected species are on site. Nevertheless, given the levels of concern it would be prudent to attach a condition requiring a stage 1 survey to be undertaken prior to commencement. This has been attached.

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

Other matters

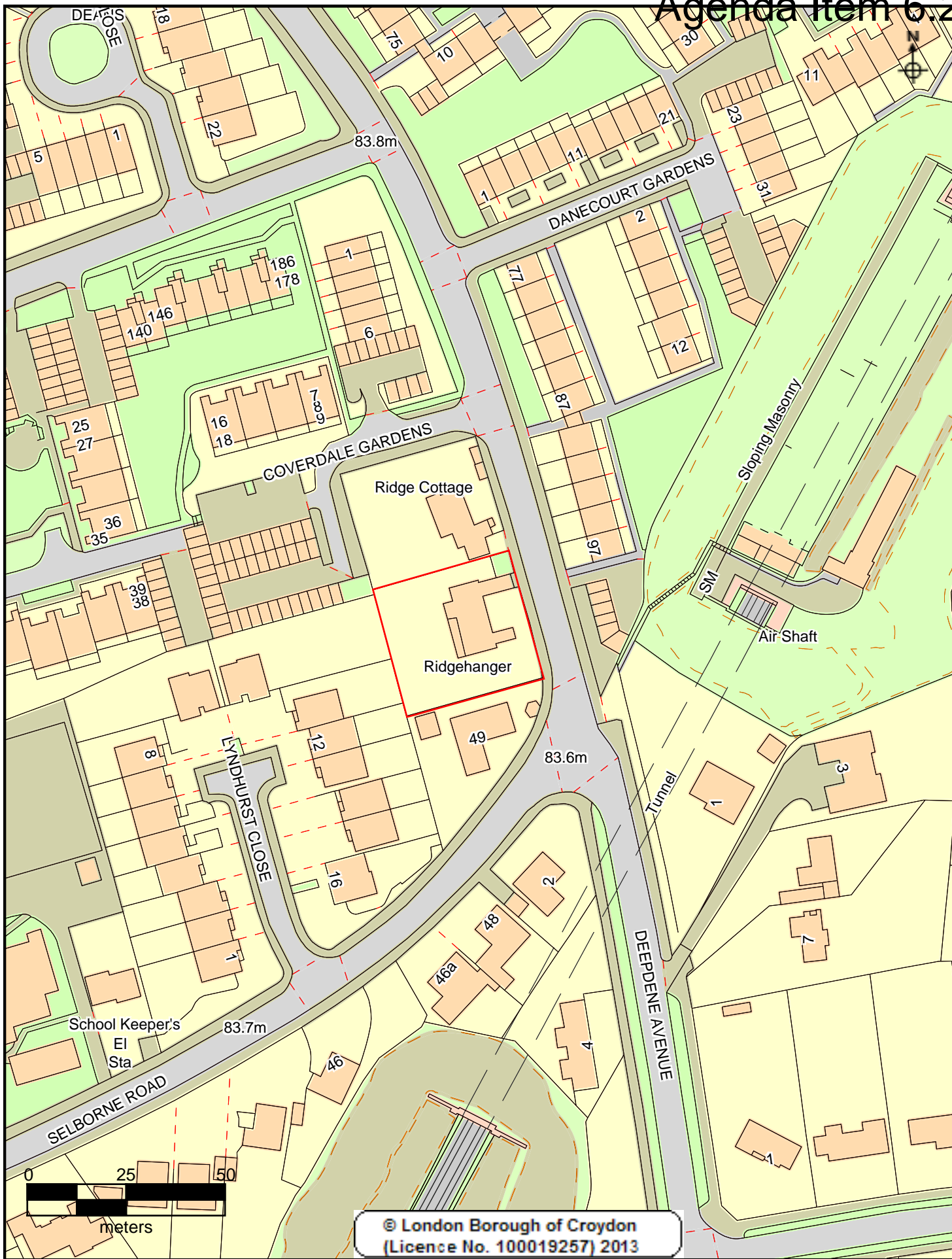
8.37 Representations have raised concerns that local schools and other services will be unable to cope with additional families moving into the area. The development will be liable for a charge under the Community Infrastructure Levy (CIL). This payment will contribute to delivering infrastructure to support the development of the area, such as local schools.

Conclusions

8.38 The principle of development is considered acceptable within this area. The design of the scheme is of an acceptable standard given the proposed and conditioned landscape and subject to the provision of suitable conditions the scheme is acceptable in relation to residential amenity, transport, sustainable and ecological matters. Thus the proposal is considered in general accordance with the relevant policies.

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

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PART 6: Planning Applications for Decision

Item 6.2

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/01994/FUL
 Location: Ridge Hanger, Park Hill Rise
 Ward: Park Hill and Whitgift
 Description: Demolition of an existing house : erection of a three storey building comprising 6 two bedroom and 3 three bedroom flats : provision of driveway and associated parking to rear ; provision of associated refuse and cycle storage.
 Drawing Nos: 6675-LS01 ; 6675 PL01 Rev A ; 6675 PL02 Rev A ; 6675-PL03 ; Unilateral Undertaking (to Restrict Residential Parking Permits).
 Agent: Mantle Developments Ltd
 Applicant: Howard Fairbairn Project Services Ltd
 Case Officer: Mr D A Gibson

Proposed Residential Mix	2 bedroom / 4 person	3 bedroom x 5 person	Total
Number of Flats	6	3	9

Number of Car Parking Spaces	Number of Cycle Parking Spaces
9	18

1.1 The application has been referred to Planning Committee by Councillor Vidhi Mohan (objecting). Also, the total number of resident objections received exceeds the threshold of officer delegated authority and in accordance with the Committee Consideration Criteria it is therefore reported for Consideration by the Planning Committee.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to **GRANT** planning permission.
- 2.2 That the Director of Planning and Strategic Transport is delegated authority to issue a Grant of planning permission subject to the following conditions, legal agreement, and informatives :-
1. In accordance with the approved plans.
 2. Development to be implemented within three years.
 3. Submission of external facing material samples for approval.
 4. Submission of details of soft and hard landscaping, including new/replacement tree planting and biodiversity enhancements, and boundary treatments (including fence opening accesses for badgers to traverse site and details of children’s playspace) for approval.

5. Following details to be submitted to Council for approval: security lighting, visibility splays to vehicle egress, finished floor levels, electric vehicle charging point.
6. Developer to enter into Section 278 Highways Agreement to re-instate redundant dropped kerb to full height kerb.
7. Matters to be provided as specified and approved prior to the first occupation of new dwellings : parking egress and layout ; refuse storage ; cycle storage.
8. Carbon Dioxide 19% reduction beyond 2013 Building Regulations.
9. Water use target.
10. Submission of SUDs details to Council for approval.
11. First and second floor windows in the northern flank and southern flank elevations to be implemented and retained as high-level design as specified in approved plans.
12. Submission of Construction Logistics Plan to Council for approval.
13. Provision of watching brief for archaeology.
14. Contaminated land - Submission of Environmental Historical Site Review to Council for approval.
15. Ground floor level units to meet M4(2) accessibility standard.
16. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport.

Legal Agreement

Unilateral Undertaking to Restrict Issue of Residential Parking Permits to Future Occupiers.

Informatives

1. Community Infrastructure Levy
2. Removal of site notices
3. Any other informatives considered necessary by the Director of Planning and Strategic Transport.

2.3 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal is to demolish the existing 5 bedroom detached house and erect a three storey building to provide 9 flats. A total of nine off-street parking spaces are proposed.

Layout

Ground floor	1 x 3 bedroom/5person flat 2 x 2 bedroom/4person flats
First floor	4 x 2 bedroom/4person flats
Second floor	2 x 3 bedroom/5person flats

- 3.2 All of the flats would have private amenity spaces in the form of terraces and/or balconies. A rear communal garden area is also proposed.
- 3.3 A total of 9 off-street parking spaces (including 1 disabled space) for the flats is proposed. The parking area would be located to the rear of the site. Vehicle access to the parking area would be from Park Hill Rise. The applicant has also submitted a legal agreement, in the form of Unilateral Undertaking, to restrict residential parking permits for future occupiers of the flats (except disabled persons).
- 3.4 Associated enclosed refuse and cycle storage is proposed.
- 3.5 During the course of the application the applicant was invited to submit amended plans to improve the appearance of the façade. The applicant was also requested to enter into a legal agreement - Unilateral Undertaking - to restrict future occupants from applying for residential parking permits within the controlled parking zone. Amended plans and a Unilateral Undertaking were duly submitted.

Site and Surroundings

- 3.6 The site comprises a double-fronted two storey detached 5 bedroom family dwelling house in an Arts and Craft Style. The house has two single storey rear extensions. The house has two garages projecting forward of the main building line and a further parking space to the front/side of the site. It has a large rear garden laid to lawn and which has a timber gazebo. The garden has a conifer hedgerow adjacent its southern boundary and other tree / bush foliage adjacent to its western and northern boundaries.
- 3.7 There is a Tree Preservation Order on site with regard to an Oak Tree. However the Oak tree, which was sited in the south-western front corner of the site was felled in February 2018 on safety grounds.
- 3.8 The site is bounded to the north by Ridge Cottage a two storey detached building which is built in the same vein and Arts and Craft appearance of the house at Ridge Hanger.
- 3.9 To the south it is bounded by a bungalow at 49 Selborne Road.
- 3.10 To the west it is bounded by the rear gardens of houses in Lyndhurst Close.
- 3.11 On the opposite side of Park Hill Rise, to the east, there is a two storey terrace of town houses, pedestrian walkway and associated garage block. Further to the north-east is Danecourt Gardens, which is also formed of two storey town houses. These houses are part of the Wates estate vernacular of the area.
- 3.12 To the north-east of the site is a garage block serving Coverdale Gardens.
- 3.13 The site is close to the junction of Selborne Road and Deepdene Avenue. On Selborne Road there is a school (Archbishop Tenison's) approximately 100

metres from the junction. The highway junction of Selborne Road and Deepdene Road has recently been narrowed to reduce traffic speeds.

- 3.14 The area is residential in character and is predominantly formed of terraced town houses in a 'Wates estate' vernacular and or large detached dwellings. Park Hill Rise is set on a incline rising up from north to south. The application site is towards the top of the slope.
- 3.15 The site has a Transport for London Ptal rating of 1B (Poor access to frequent public transport service). The site is within a Controlled Parking Zone.
- 3.16 The site is within an Archaeological Priority Zone.

Relevant Planning History

- 3.17 A pre-application enquiry Ref: 18/00275/Pre was submitted to the Council in January 2018 with regard to the proposed development.

Ridge Hanger and Ridge Cottage

- 3.18 Ref: 00/03320/P – The Council contested an appeal against non-determination (citing refusal reasons) for Demolition of existing houses; erection of 11 three bedroom terraced town houses; formation of access road.
The Planning Inspector Dismissed the appeal 13/12/2001 citing reasons of harm to the character and appearance of the area, and harm to the amenity of adjacent residential occupiers through loss of privacy and loss of outlook.
- 3.19 There are also several refusals for redevelopment of the site and adjacent property from the 1970s (ref: 72/20/613, 72/20/615, 72/20/266, 72/20/614,72/20/616).

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create a good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and its own Croydon Local Plan 2018.
- The proposed development is of an appropriate mass, scale, form and design that would be in keeping with its context, thus preserving the appearance of the site and surrounding area.
- The proposed development would not cause significant harm to neighbouring properties' living conditions.
- The level of parking provision is considered appropriate, striking the appropriate balance between promoting sustainable modes of transport, whilst providing some car parking space capacity. The proposed development would not have an adverse impact on the operation of the highway.

4.0 CONSULTATION RESPONSE

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

5.0 LOCAL REPRESENTATION

5.1 The application has been referred to Planning Committee by Councillor Vidhi Mohan (Objecting) who is the ward Councillor, for the following reasons :

- Overdevelopment of site.
- Out of character with the surrounding area.
- Development will have an adverse impact on the amenities of the adjoining properties

5.2 A total of 7 neighbouring properties were notified about the application and invited to comment by the way of letter. Site Notices were also erected in three locations. The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

95 individual responses: 46 Objections 49 Supporting*

*21 of the Supporting comments came from addresses outside of the Borough and a further 15 came from addresses not close to Park Hill Rise. There are also a number of supporting comments which have been submitted on a multiple basis (i.e. from the same addresses).

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

Objections

- Loss of existing house detrimental to visual amenity of area
- Adverse effect on character of area
- 3 storey height not in keeping
- Loss of privacy
- Loss of outlook
- Loss of light
- Affect on trees / greenery
- Increased traffic
- Insufficient parking
- Highway safety
- Safety of nearby schoolchildren
- Increased noise disturbance
- Noise / disturbance from demolition / construction works
- Increased pollution
- Many supporters not local to area
- Conflicting visual in submitted plans
- Objection from Park Hill Residents Association
- Objection from Whitgift Residents Association

Supporting

- Supports the application

5.4 Historic England (archaeology) consulted. No response.

6.0 RELEVANT PLANNING POLICIES AND GUIDANCE

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

6.2 Government guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

6.3 The main policy considerations from the London Plan (2016) raised by the application that the Committee are required to consider are:

- Policy 3.3 Increasing Housing Supply.
- Policy 3.5 Quality and Design of Housing Developments
- Policy 3.8 Housing Choice
- Policy 5.2 Minimising Carbon Dioxide Emissions
- Policy 5.12 Flood Risk Management
- Policy 5.13 Sustainable Drainage
- Policy 5.21 Contaminated Land
- Policy 6.3 Assessing Effects of Development on Transport Capacity
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.6 Architecture
- Policy 7.8 Heritage Assets and Archaeology
- Policy 7.19 Biodiversity and Access to Nature
- Policy 7.21 Trees and Woodlands

6.4 A new draft London Plan has been out for public consultation which expired on the 2 March 2018. The GLA current program is to have the examination in public of the Draft London Plan in Autumn 2018, with the final London Plan published in Autumn of 2019. The current 2016 consolidation Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the plan in general is considered to carry minimal weight.

6.5 Croydon Local Plan (2018) - The new local plan was adopted on the 27th February 2018 and now carry full weight. The main relevant policies to this application are as follows:

- SP1: The Places of Croydon.
- SP2: Homes.
- SP2.1 Choice of homes.
- SP2.2 Quantities and locations.
- SP2.7 Mix of homes by size.
- SP2.8 Quality and standards.
- DM1: Housing choice for sustainable communities.
- DM1.2 Protection for Small Houses
- SP4: Urban Design and Local Character.
- SP4.1 High quality development that responds to local character.
- SP4.2 Be informed by opportunities of Place and enhance social-cohesion and wellbeing.

- DM10: Design and Character.
- DM10.1 High quality developments, presumption for 3 storeys.
- DM10.2 Appropriate parking and cycle parking design.
- DM10.4 Private amenity space.
- DM10.5 Communal amenity space.
- DM10.6 Protection to neighbouring amenity.
- DM10.7 Architectural detailing.
- DM10.8 Landscaping.
- DM10.9 Lighting and light pollution.
- DM13: Refuse and Recycling.
- DM13.1 Design, quantum and layouts.

- DM18 :Heritage Assets and Conservation
- DM18.9 Archaeology

- SP6: Environment and Climate Change.
- SP6.3 Sustainable design and construction.
 - Minor residential scheme 19% CO2 reduction.
 - Water efficiency 110 litres.
- SP6.4 Flooding and water management.
- DM25: Sustainable drainage systems.

- SP7: Green Grid
- DM27: Protecting and enhancing our biodiversity.
- DM28: Trees.

- SP8: Transport and the Communication.
- SP8.5 and SP8.6 Sustainable travel choice.
- SP8.7 Cycle parking.
- SP8.12 and SP8.13 Electric vehicles.
- SP8.15 Ptal ratings
- DM29: Promoting sustainable travel.
- DM30: Car and cycle parking.

- Place: Addiscombe

7.0 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the Planning Committee are required to consider are:

- Principle of development
- Density and housing mix of development
- Affect on the appearance of the site and surrounding area.
- Affect of the development on neighbouring amenity.
- Quality of accommodation proposed
- Affect of the development on parking and the highway.
- Other planning issues.

Principle of development

- 7.2 Policy promotes the provision of new housing at a strategic and local level. The London Plan Housing SPG 2016 advises Borough's and developers of the strategic and local aspects and objectives when considering development of gardens and to strike a balance between these and other objectives when seeking to optimise housing provision on a particular site.
- 7.3 Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of three bed units and the loss of units that have a floor area less than 130 sq.m. The existing property had a floor space of more than 130 sqm and more than 3 bedrooms and therefore the proposal would not constitute the loss of a small family house. The proposed development would also comply with DM 1.2 by providing 3 three bed units and 6 two bedroom four person units which would all provide family sized accommodation.
- 7.4 Housing policy in both the London Plan and the Croydon Local Plan promote the provision of new residential accommodation subject to meeting other relevant policies.

Density and housing unit mix

Density

- 7.5 Policy 3.4 of the London Plan states that taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2. Based on the public transport accessibility level (PTAL 1B) and the site's suburban characteristics, the London Plan density matrix suggests a residential density of between 150 and 200 habitable rooms per hectare.
- 7.6 The residential density of the proposal would be 216 habitable rooms per hectare which is beyond the indicative range within the London Plan for a suburban area.
- 7.7 The Mayor's Housing SPG, at paragraph 1.3.12, further states that the density ranges should be "*used as a guide and not an absolute rule, so as to also take proper account of other objectives*". It does not preclude developments with a density above the suggested ranges, but requires that they "*must be tested rigorously*" (para.1.3.14). This will include an examination of factors relating to different aspect of "*liveability*" of a proposal (dwelling mix, design and quality of accommodation), access to services, impact on neighbours, management of communal areas and a scheme's contribution to '*place shaping*'. The impact of massing, scale and character in relation to nearby uses will be particularly important.
- 7.8 The SPG also considers the opportunities and constraints with regards to density on small sites (para.1.3.39). Responding to existing streetscape, massing and design of the surrounding built environment should be given special attention – where existing density is high, for example, higher density can be justified. Paragraph 1.3.40 notes that small sites require little land for internal infrastructure, and as such, it is appropriate for density to reflect this. These factors are all relevant to the development of the application site.
- 7.9 It is considered that the proposed residential development has been designed to deliver new homes within a building that respond to their local context, taking into account both the physical constraints of the site and its relationship with neighbouring properties and the nearby townscape.
- 7.10 While the proposed development does exceed the London Plan density range, it only does so on a marginal basis and not in any excessive manner that would detract from the character of its surroundings. It delivers on London Plan policy by optimising additional housing on an existing residential site. Therefore, the density of the development is considered to be acceptable.

Housing Unit Mix

- 7.11 Policy SP2.7 of the Croydon Local Plan 2018 seeks to secure the provision of family housing and states the Council will seek to ensure that a choice of

homes is available in the borough that will address the borough's need for homes of different sizes. This will be achieved by setting a strategic target for 30% of all new homes up to 2036 to have three or more bedrooms.

7.12 The unit mix of the development is reproduced below for ease of reference:

Accommodation Schedule

Type	Number of Flats
2 bed/4 person	6
3 bed/5 person	3
TOTAL	9

Layout

Ground floor	1 x 3 bedroom/5person flat 2 x 2 bedroom/4person flats
First floor	4 x 2 bedroom/4person flats
Second floor	2 x 3 bedroom/5person flats

7.13 The proposal allows for 33% of 3 bedroom units and 67% of two bedroom/4person units. This would meet and exceed the strategic target of 30% 3 bedroom dwellings advocated by policy. The proposal would therefore provide a good mix of accommodation.

Affect on the appearance of the site and surrounding area

7.14 Policy promotes new housing development which achieves a minimum height of 3 storeys, but only on the basis that it respects the character with regard to the pattern, layout and siting; scale, height, massing, and density of its surroundings. It must also reference the appearance, existing materials and built and natural features of the surroundings.

7.15 The existing dwelling does not benefit from any heritage designation with regard to its built form and therefore its demolition would be acceptable. The principle of intensifying the use of site to include more residential accommodation is supported given the site's physical context – its detached form, the generous width of Park Hill Rise, the varied form and character of dwellings in the locality, and the need for housing in Croydon.

7.16 The proposed block would rise to three storeys in height and the frontage of the built form would be set well away from the back edge of the pavement on Park Hill Rise. This would provide a generous area of front soft landscaping and would prevent any overbearing effect on the street scene. The building façade would have an elegant and ordered form and composition and an interesting fenestration treatment. This would be complemented by the high quality yet simple brick material palette to the ground and first floors which would relate well to the materials found on 'Wates Estate' housing which is prevalent in the area. The second floor roof accommodation would be a subservient form to the lower floors and would be finished in zinc cladding. This would add interest to the roof

form. It would have a flat roof, but this would not be out of character with nearby dwellings, many of which also have flat roofs. There would be no competing or jarring elements within the composition and appearance of the building and it would have a very harmonious appearance. Off-street parking would be formed in the rear of the site, partly within a rear undercroft and partly on an open surface. However, the amount of hard surfacing area required to form the parking area and vehicle driveway would be subservient to the overall amount of soft landscaping proposed within the site as a whole. The cycle storage and refuse storage would be discreetly placed within the envelope of the building.

- 7.17 Three storey dwellings are not uncharacteristic within the area. The form and height of the proposed building would be proportionate to the overall site and it would have a balanced appearance. The space that would remain around the building would respect and maintain the pattern of development found in the locality. The proposed development would therefore set a high quality precedent for any future development coming forward in the locality.



- 7.18 A previous refusal and dismissed appeal from 2000 and 2001 (Ref: 00/03320/P) related to a proposed development of 11 three bedrooms houses across both Ridge Hanger and the adjacent site at Ridge Cottage. The current application relates to Ridge Hanger only and is for flatted development and is assessed against current planning policies. Therefore, given these circumstances and the passage of time that has elapsed, the previous appeal decision is not considered to be directly relevant to the current application proposal.

Affect of the development on neighbouring amenity

- 7.19 There is extensive tree and hedging foliage to the side and rear perimeter boundaries of the site. It is appreciated that it is not all within the extent of the site and that not all of it is under the control of the developer, and that some of the trees would be deciduous. However, the minimum distance of the first and second floor of the proposed building to the back gardens of adjacent dwellings in Lyndhurst Close would be 19.5 metres, so no adverse loss of privacy would occur. In the northern and southern flank elevations of the building at first and second floor levels only secondary windows are proposed and they would be a high level design (this can be further secured by condition). The rear balconies at first floor level would be set within the building envelope while the rear roof

balcony would be centrally positioned. Therefore, no adverse loss of privacy would occur to the adjacent properties at Ridge Cottage and 49 Selborne Road.

- 7.20 In terms of outlook, when viewed from 49 Selborne Road (which is a bungalow) the southern flank elevation of the building would be largely obscured by the conifer hedgerow on the southern boundary. It appears that the main habitable rooms of 49 Selborne Road face west and south-east with only bedroom windows facing towards the application site. Therefore, it is considered that no loss of outlook would occur to the residents of 49 Selborne Road to an extent that would warrant refusal. It is considered that no adverse loss of outlook would occur to the occupiers of Ridge Cottage and Lyndhurst Close.
- 7.21 In terms of light the orientation of the site is such that shadow would fall to the north across the vehicle access of the proposed development. Therefore, no adverse loss of light would occur.
- 7.22 The proposed intensification of the use of the site by creating flats would not create significant levels of noise and disturbance or pollution as such to justify refusal of planning permission.

Quality of the Accommodation proposed

- 7.23 All the proposed flats meet recommended minimum floorspace standards set out in both the London Plan (2016) and DCLG's 'Technical Housing Standards: National Described Space Standards'. All the bedrooms meet the minimum floor areas set out in the DCLG's 'Technical Housing Standards: National Described Space Standards'.
- 7.24 The flats would receive reasonable levels of light, outlook and aspect. All 9 flats would be dual aspect, albeit reliant upon flank elevation high level windows to achieve that outcome.
- 7.25 All of the flats would have access to private amenity spaces in the form of ground floor terraces and/or balconies. Communal amenity would also be provided and could make provision for childrens' play space, as well as being flexible, multifunctional, accessible and inclusive. Details of which could be conditioned
- 7.26 In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents.

- 7.27 The applicant has confirmed that all the units located on the ground floor level would endeavour to meet M4 (2). A condition is recommended to that effect.
- 7.28 Overall, the proposed development is therefore considered to provide a good quality of accommodation to the future occupants.

Impact of the development on parking and the highway.

- 7.29 London Plan (2016) policy 6.13 sets out the maximum car parking standard for new developments. Under this policy all developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit. However, in outer London areas with low PTAL (generally PTALs 0-1), the London Plan advises that Boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures. It states that in low PTAL areas one and two bed units are required to have less than 1 parking space per unit, three bed units up to 1.5 parking spaces per unit, and four or more bed units up to 2 parking spaces per units. In accordance with standards a minimum of 2 cycle storage spaces should be provided for each dwellings for flats with more 2 bedrooms.
- 7.30 The proposed development would provide 9 off-street parking spaces, including 1 disabled space, for the 9 flats. A total of 18 cycle storage spaces are proposed on site. A parking stress survey has also been submitted in support of the application and it draws the conclusion that despite the low PTAL rating of '1b' there are numerous public transport options within a short walk of the site which are likely to be used by future residents for everyday journeys. It also finds that the level of parking stress locally in marked (on-street) bays is 58-60% overnight with a few extra cars choosing to park on single yellow lines. The proposed amount of off-street parking would not exceed maximum parking standards for new development. The applicant has also agreed to enter into a legal agreement, in the form of a Unilateral Undertaking, to prohibit future residents (except disabled persons) applying for residential parking permits in the Controlled Parking Zone.



- 7.31 The cycle storage provision (18 cycles) is considered acceptable and would meet London Plan standards.
- 7.32 The car parking spaces would be accessed from an existing vehicle crossover into the site. Several of the spaces would be formed within an undercroft. The Council would expect the dropped kerbs of the redundant vehicle crossovers to be re-instated at the expense of the developer. This matter could be secured by condition. The turning circle and width of the access is sufficient to ensure that cars will be able to enter and leave the site in a forward gear. The proposed development is not considered to pose a significant risk to highway and pedestrian safety.
- 7.33 The London Plan (2016) requires new residential development to have 20% active electric car charging provision and 20% passive provision. The installation of an active electric car charging point can be secured by condition.
- 7.34 Several representations have raised concern about traffic and noise and disturbance from associated works. A construction logistics plan could be secured by condition to satisfactorily address this matter.
- 7.35 It is considered that the development would have no adverse effect on road safety. A condition is recommended to ensure that the vehicle access/egress will provide appropriate visibility splays.

Impact of the development on trees.

- 7.36 There was a TPO Oak tree in the south-western corner of the site, but it was felled in February 2018 on emergency safety grounds. The Council would

require a substantive replacement tree to be planted on site to mitigate for the recent loss of the tree. Full details of this matter can be secured by condition.

Impact of the development on flooding

- 7.37 The site is located in Flood Risk Zone 1 (low) and has been modelled as being at risk from surface water flooding on a 1 in a 1000 year basis. The site is also at moderate risk from groundwater flooding. The applicant has submitted a flood risk assessment (FRA).
- 7.38 To mitigate the risk of groundwater flooding a number mitigation measures are proposed including permeable paving and a Sustainable Urban Drainage System (SUDs) will be put into effect to attenuate surface water. A condition is recommended to ensure efficient water use.

Other Planning Issues

- 7.39 The development is required to meet reduction in carbon dioxide emissions targets of 19% beyond the 2013 Building Regulations. This could be secured by condition.
- 7.40 Enclosed bin storage is proposed on the northern side of the building. Its provision could be secured by condition.
- 7.41 The site is within an Archaeological Priority Zone. A desk-top study submitted with the application advises that a watching-brief is kept on all site investigation procedures that entail groundworks, and on all further groundworks associated with the proposed development, to safeguard an archaeological interest. This matter can be secured by condition.
- 7.42 The site is residential but nevertheless it would be prudent to ensure that any land contamination issues can be addressed where necessary. This could be secured by condition.
- 7.43 In terms of wildlife and biodiversity, badgers are indigenous to the locality, but there did not appear to be setts evident on the site. The Council through would expect boundary fencing to be designed to have gaps to allow badgers and other small mammals to traverse the site.

8.0 Conclusion

- 8.1 The proposed development would not have any adverse effect on the visual amenity and character of the site and its surroundings, or any adverse effect on the amenity of an adjacent and nearby residential occupiers. It would provide an acceptable amount off-street parking and cycle storage provision and would not adversely affect traffic generation and the availability of on-street parking on local roads. The proposed development would contribute positively towards the Council's housing targets and would optimise the use of existing residential land.

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

Contact: development.management@croydon.gov.uk



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PART 6: Planning Applications for Decision

Item 6.3

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/02653/FUL
 Location: Land rear of 26 Fairfield Road, CR0 5LH
 Ward: Park Hill and Whitgift
 Description: Erection of four storey block comprising of 8 x one bed flats with associated refuse and cycle storage and landscaping.
 Drawing Nos: 6547-PL001 Rev A, 6547-PL002, 6547-PL003, 6547-PL004, 6547-PL005
 Applicant: Havenhill Ltd
 Agent: Howard Fairbairn MHK
 Case Officer: Wayne Spencer

	1 bed	2 bed	3 bed	4 bed
Houses	8			

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

1.1 This application is being reported to Planning Committee because there have been more than 12 objections received.

2.0 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission.
- 2.2 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission subject to a Section 106 Agreement relating to parking permits and impose conditions and informatives to secure the following matters:

Conditions

- 1. In accordance with the approved plans
- 2. Refuse/cycle stores to be installed/retained in perpetuity
- 3. External facing materials (including samples) to be approved
- 4. Hard and soft landscaping to be approved (to incorporate SuDS)
- 5. Construction Logistics Plan
- 6. Water usage off 110L per head per day
- 7. 19% carbon dioxide reduction
- 8. Removal of permitted development rights
- 9. Commence within 3 years
- 10. Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Code of practice for construction sites

- 3) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

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

- Erection of four storey building comprising 8 x one bed flats
- Refuse and cycle stores to all new properties
- Associated hard and soft landscaping

Site and Surroundings

- 3.2 The application site lies on the northern side of The Avenue with Fairfield Road to the north. The site is currently vacant land which previously served as the rear garden area for no.26 Fairfield Road. However this land has subsequently been sold and in the ownership of another party.
- 3.3 The surrounding area is residential in character with properties fronting Fairfield Road being predominantly 2-storeys in height. However, the extant planning permission for 28-30 Fairfield Road would increase the building height to six storeys. The built form at the rear of no.24 Fairfield Road (fronting The Avenue) is two and a half storeys high and the built form on the southern side of The Avenue is predominately four storeys in height therefore there is no strict pattern of development, particularly with regards to overall height, in the locality.
- 3.4 The application site is at 'very low' risk of surface water flooding. The site is not within a Conservation Area and the building in question is neither nationally nor locally listed.

Planning History

24 Fairfield Road

- 3.5 15/00548/P – Erection of a two/three storey building at the rear of no.24 Fairfield Road comprising of six flats – Outline permission granted. All reserved matters have been approved under reference 15/04120/RES and the development has been fully implemented accordingly.

26 Fairfield Road

- 3.6 16/06484/FUL – Erection of three storey building at the rear of 26 Fairfield Road comprising of six flats – Permission granted but not yet implemented.
- 3.7 18/04056/FUL – Demolition of the existing building and construction of a block of nine flats comprising 4 x one bed, 4 x two bed and 1 x three bed flats, with associated refuse and cycle storage areas, landscaping and car parking – Application yet to be determined

28-30 Fairfield Road

- 3.8 17/02696/FUL – Erection of part four storey, part six storey building at 28-30 Fairfield Road comprising of 33 flats – Permission granted subject to legal agreement.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of the development is acceptable given the residential character of the immediate locality and the extant planning permission.
- The design and appearance of the development is appropriate given the context of surrounding area.
- The living conditions of adjoining occupiers would be protected from undue harm.
- The living standards of future occupiers are satisfactory and meet the National Housing Space Standards.
- The highway impact on the surrounding area would be acceptable.
- Sustainability aspects are controllable through the use of planning conditions.

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

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

No of individual responses: 16 Objecting: 16 Supporting: 0

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

- Overcrowding/overdevelopment of the site
- Massing of the built form out of keeping with the area – height exceeds adjoining buildings
- Overlooking to properties in ‘Cotelands’
- Loss of outlook
- Noise impact/disturbance
- Lack of parking causing significant highways impact – parking permits should be withheld
- Close to schools – construction vehicles would cause obstructions/highway safety concerns
- Not been demonstrated that the site is suitable for car club provision
- Lack of play space for future occupiers

6.3 The following comments have been received but are not material to the determination of this application and will require no further assessment:

- Pavement which abuts the site is in private ownership and could not be used – not a material planning consideration
- Loss of a view – not a material planning consideration

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

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

7.4 Croydon Local Plan 2018:

- SP1.1 Sustainable development
- SP1.2 Place making
- SP2.1 Homes
- SP2.2 Quantities and location
- SP2.6 Quality and standards
- SP4.1 and SP4.2 Urban design and local character
- SP4.11 regarding character
- SP6.1 Environment and climate change

- SP6.2 Energy and carbon dioxide reduction
- SP6.3 Sustainable design and construction
- SP6.4 Flooding, urban blue corridors and water management
- SP8.6 and SP8.7 Sustainable travel choice
- SP8.12 Motor vehicle transportation
- SP8.17 Parking
- DM1: Housing choice for sustainable communities
- DM10: Design and character
- DM13: Refuse and recycling
- DM16: Promoting Healthy Communities
- DM23: Development and construction
- DM25: Sustainable Drainage Systems and Reducing Flood Risk
- DM29: Promoting sustainable travel and reducing congestion
- DM30: Car and cycle parking in new development

7.5 There is relevant Supplementary Planning Guidance as follows:

- London Housing SPG March 2016

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development
- Townscape and visual impact
- Housing Quality for future occupiers
- Residential amenity for neighbours
- Transport
- Sustainability

Principle of development

8.2 The appropriate use of land is a material consideration to ensure that opportunities for development are recognised and housing supply optimised. The site already has extant planning permission for the erection of a 3-storey flat block comprising of six self-contained flats. As such, there is no objection in principle to the proposed development in this location provided the proposal respects the character and appearance of the surrounding area and there are no other impact issues.

Townscape and visual impact

8.3 The existing site is currently vacant and previously former part of the rear garden land used in connection with no.26 Fairfield Road. However as stated above this land has subsequently been sold and no longer forms part of 26 Fairfield Road. The extant permission (reference 16/06484/FUL) proposes a three storey building (part of which is below ground level) and includes a valley pitched zinc clad roof which offers a distinguishing feature to the building. The proposed development would be on the same footprint and would add an additional storey which will increase the height of the building from three to four storeys retaining the approved valley pitched zinc clad roof. Given that the proposal would retain the design features of the approved building, the

increase in height would not be at odds with the massing of the built form in the immediate locality, particularly with regard to the extant permission at 28-30 Fairfield Road and the existing four storey flat blocks to the south within the Avenue. It is considered that the development would not constitute overdevelopment of the site and would not be out of keeping with the built form in the locality. The materials to be used would be the same as the extant permission and would therefore be acceptable in terms of the character or appearance of the surrounding area.



2016 – Approved Scheme



Current Proposal

Housing quality for future occupiers

8.4 The proposal involves the increased density on site of two additional one bedroom units, based on the extant permission, at second floor level. The units proposed at lower ground, ground and first floor would remain unchanged with the ground floor units needing to remain compliant with M4(2) of the Building Regulations. The National Space Standards and the London Plan states that 1-bed, 2 person dwellings should provide a minimum internal floor space of 50m². The plans submitted indicate that all of the proposed units meet these space standards. Having assessed the room sizes and the associated fenestration detailing on the proposal, the additional units would replicate those previously approved and it is considered that all habitable rooms of all units would have a good outlook with adequate sized windows allowing a significant

amount of natural light to enter all of the proposed units. As such, there would be no detrimental impact upon the living conditions of future occupiers.

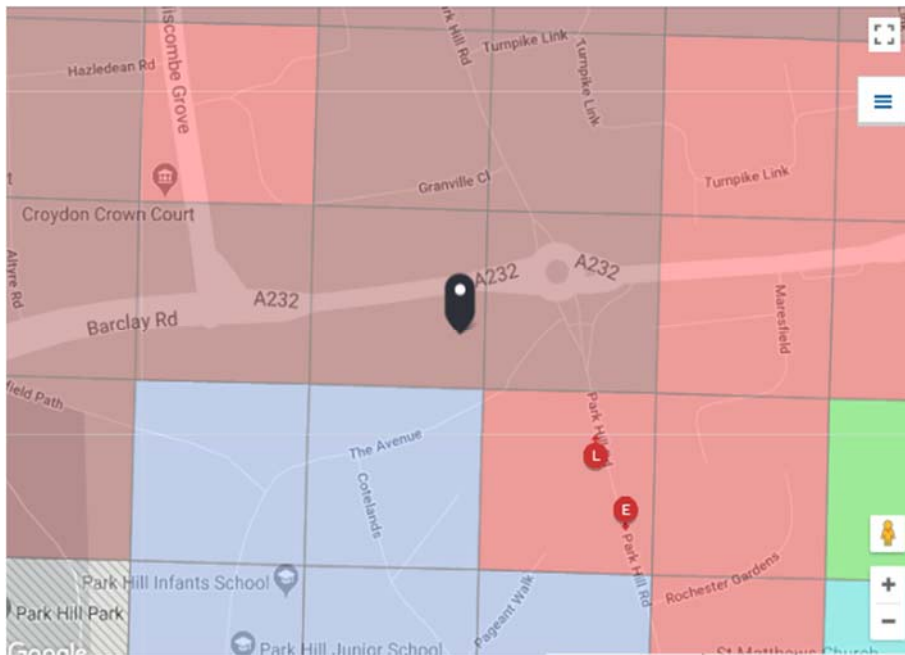
- 8.5 The proposed development would include outdoor balcony spaces fronting The Avenue which replicate those previously permitted under the extant permission. They will provide approximately 5sqm of outdoor amenity space which will meet the London Plan Housing Standards. There is also a communal rear garden which would provide sufficient space to meet the play space standards within Policy DM10 of the Croydon Local Plan. As such, the proposed development would provide an acceptable standard of accommodation for all future occupiers.

Residential amenities of neighbours and future occupiers

- 8.6 The additional floor to the previously approved building would be set away from the 2-storey building to the west (rear of no.24 Fairfield Road) by more than 2 metres. The separation distance from this building would ensure that there would not be a significant impact upon the amenities of the occupiers of this adjacent building.
- 8.7 The associated fenestration on the extant permission was designed to ensure that the windows do not have any undue impact upon the amenities of the occupiers of any existing properties with regards to overlooking or loss of privacy. As the additional floor replicates the form and fenestration detailing of the third floor of the extant permission, it would maintain a separation distance of 20 metres from the existing properties in Fairfield Road and a separation distance of over 15 metres from the existing properties on the southern side of The Avenue. Given these separation distances, it is considered that the development would not have a significantly detrimental impact upon the amenities of the occupiers of the properties in either Fairfield Road or The Avenue. There would be no significant harm arising to any other residential amenity in the immediate locality.

Transport

- 8.8 The application site is in an area with a Public Transport Accessibility Level (PTAL) accessibility rating of 1b as it is accessed from The Avenue however it should be noted that the site is very close to a PTAL 6b which is to the north of the site which is depicted below.



8.9 The site is located in a Controlled Parking Zone (CPZ), the East Inner Permit Zone. There is no parking included in the proposal. The Council's Transportation Team have concluded that, without any controls on car ownership, the proposal would have the potential to increase parking stress in the area. The applicant would therefore be expected to enter a Section 106 agreement to prevent residents of the new development accessing parking permits.

8.10 Covered secure cycle storage should be provided in accordance with the standards set out in the London Plan. Cycle parking is shown in plan only and details would need to be approved by the Council prior to occupation. A Construction Logistics Plan would also need to be submitted and approved prior to the start of construction. The Transportation Team therefore raise no objection, subject to the above obligation and conditions.

Refuse storage

8.11 Refuse storage was previously proposed to the side of the building and it was considered that *'whilst this would be prominent in the streetscene, this is a similar arrangement to the neighbouring building to the rear of no. 24.'* The two additional 1-bed units being proposed would require a slightly larger refuse storage area however it is considered that this would remain acceptable given the arrangements to the property to the west (rear of no. 24).

Sustainability

8.12 Conditions would be secured in relation to a 19% carbon dioxide emission and a water use target of 110L per head per day.

Flood Risk

8.13 The site itself is not within an area which is susceptible to surface water flooding. As a result, no Flood Risk Assessment or flooding mitigation would be required for this development.

Other Planning Issues

8.14 The site is not designated as having any known biodiversity or ecology issues. As such, it is not considered that the development would have any undue impact upon ecology or biodiversity. The landscaping scheme approved under the extant permission has been replicated for this proposal and would therefore be subject of a further condition.

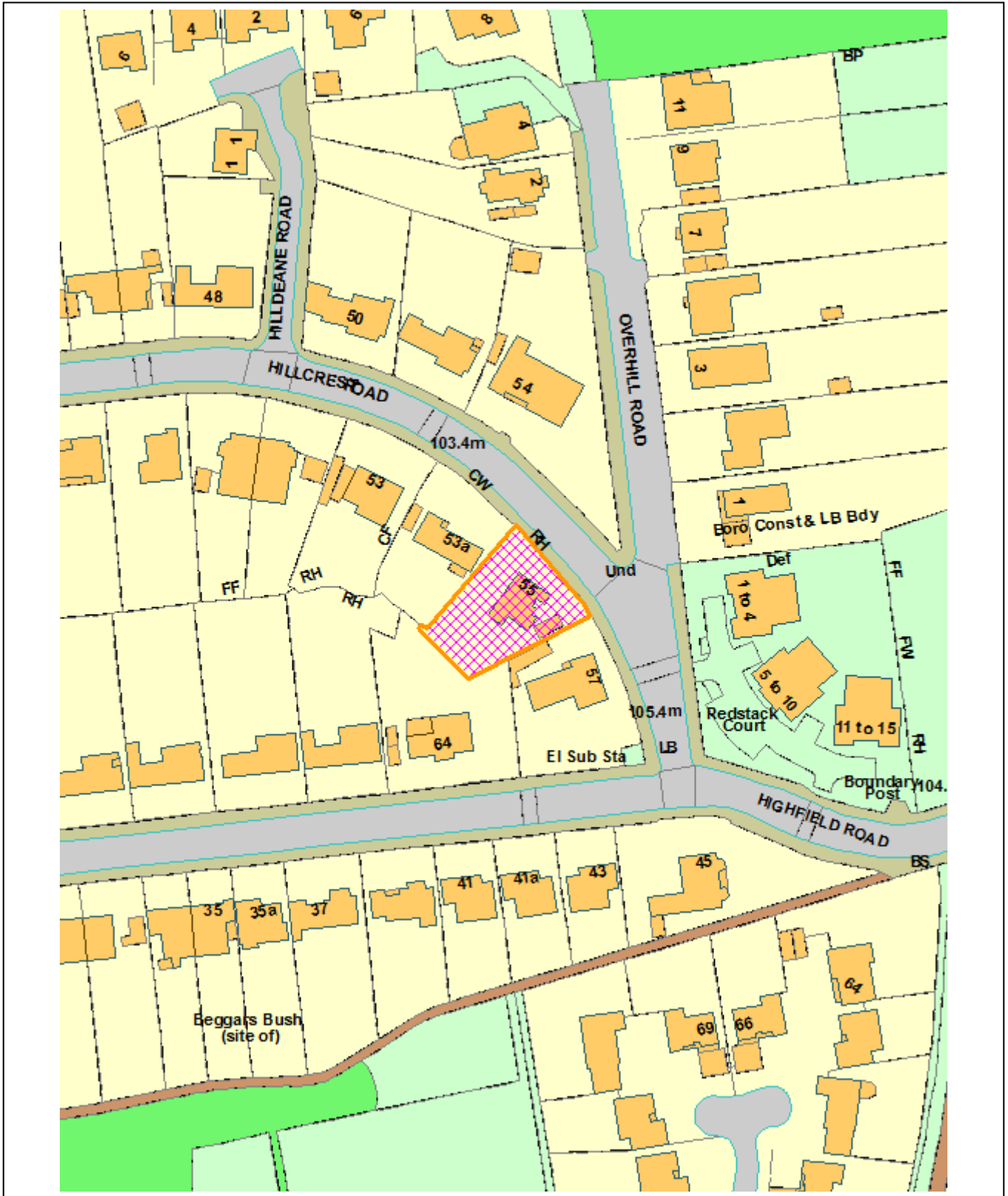
8.15 The previous permission referred to the site being within an Archaeological Priority Zone and a condition was added to the permission. This condition would be replicated under this application.

Conclusion

8.16 The proposal would result in the redevelopment of the site which would provide eight new homes within the Borough. The development would not be significantly harmful or out of keeping with the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking, energy systems and sustainable drainage are all acceptable in principle and can be secured by condition. It is therefore recommended that permission is granted.

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

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PART 6: Planning Applications for Decision

Item 6.4

1 APPLICATION DETAILS

Ref: 18/03313/FUL
 Location: 55 Hillcrest Road, Purley, CR8 2JF
 Ward: Purley and Woodcote
 Description: Demolition of existing dwelling and erection of a two storey detached building with accommodation in roof to provide 7 flats (2 x 1 bed, 3 x 2 bed and 2 x 3 bed) with associated car parking and new crossover, amenity space, refuse and cycle stores
 Drawing Nos: 02-00 Rev P, 05-10, 05-20, 05-21, 02-10, 03-10, 03-11, 04-10, CGI, planning design and access statement, tree retention/removal plan (dated 29/6/2018), archaeology and heritage desk based assessment (dated 30/7/2018), parking technical note (dated 28/6/2018) and floodsmart report (dated April 2018)
 Agent: Sterling Rose
 Case Officer: Georgina Galley

	1B/1P	1B/2P	2B/3P	2B/4P	3B/4P	3B/5P	Total
Existing Provision						1	1
Proposed Residential Mix	1	1	2	1	2		7

Number of car parking spaces	Number of cycle parking spaces
4 on site car parking spaces	12 on site cycle parking spaces

1.1 This application is being reported to Committee because the Ward Councillor (Badsha Quadir) made representations in accordance with the Committee Consideration Criteria and requested committee consideration.

2 RECOMMENDATION

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

Conditions

- 1) In accordance with the approved plans

- 2) Archaeology
- 3) Samples and details (as appropriate) of materials including window frames
- 4) No windows other than as shown and those shown in the following elevations at/above first floor level should be obscure glazed:
 - Unit 4 – side kitchen and side bathroom
 - Unit 5 – 2 x roof lights to kitchen / dining / living room
 - Unit 6 – side kitchen
 - Unit 7 – 2 x roof lights to kitchen / dining / living room
- 5) Balcony screens in specified locations and details to be provided
- 6) Landscaping scheme including replacement trees, play-space, accessibility, inclusiveness, SUDs and boundary treatments
- 7) Refuse and cycle store to be built prior to occupation
- 8) Provision of on-site car parking – prior to occupation and permanently maintained thereafter
- 9) Submission of the following to be approved: visibility splays, EVCP (including spec and passive provision) and security lighting
- 10) Submission of Construction Logistics Plan/Method Statement
- 11) Carbon dioxide 19% reduction beyond 2013 Building Regulations
- 12) Water use target
- 13) Dropped kerb to be installed and pavement reinstated prior to occupation
- 14) Ground floor units to comply with requirements of Part M4(2) accessibility standard
- 15) Commence within 3 years of the date of the permission
- 16) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community Infrastructure Levy – Granted
- 2) Highways works to be completed at developer's expense
- 3) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 4) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

2.3 That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

3 PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The applicant seeks full planning permission for demolition of existing dwelling and proposed erection of a two storey detached building with accommodation in roof to provide 7 flats (2 x 1 bed, 3 x 2 bed and 2 x 3 bed) with associated car parking and new crossover, amenity space, refuse and cycle stores.
- 3.2 The development would consist of the following:
 - Two storey block with accommodation in roof comprising of 7 flats in total;

- The accommodation would be split between 1 x 1 bedroom flat and 2 x 3 bedroom flats on the ground floor, 1 x 1 bedroom and 2 x 2 bedroom flats on the first floor and 1 x 2 bedroom flat in the roof;
- The 3 bedroom flats on the ground floor and 2 of the flats on the second floor would have their own private amenity space. A communal garden with an allocated play space would be available at the rear for the other flats to use and share;
- Extension of existing crossover and provision of 4 parking spaces at the front of the site;
- Provision of refuse storage area at front/side of the site and cycle storage in the rear garden.

Site and Surroundings

- 3.3 The application site consists of a 2 storey detached property that is located on the western side of Hillcrest Road close to the junctions with Overhill Road and Highfield Road. The site is close to the boundary with Sutton.
- 3.4 The site is adjacent to bungalows on either side at Nos. 53A and 57 Hillcrest Road on either side, with a 2 storey dwelling to the rear at Nos. 64 Highfield Road. The immediate area is characterised by a mixture of residential property types and sizes.
- 3.5 There is an existing vehicular crossover at the front of the site adjacent to No. 57 Hillcrest Road that serves a large driveway and detached garage to the side of the house. Hillcrest Road is a classified road and the site has a PTAL rating of 1A (poor).
- 3.6 The site is located within an Archaeological Priority Area (Tier I).

Planning History

- 3.7 18/01448/PRE – Pre-application advice sought in relation to the redevelopment of the site for 7 units.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There are no protected land use designations on the site; therefore the principle of development is acceptable.
- The proposed development would create good quality residential accommodation that would make a positive contribution to the borough's housing stock and would make a small contribution to the Council achieving its housing targets as set out in the London Plan (2016) and Croydon Local Plan (2018).
- The proposal would deliver 2 family units.
- The mass, scale and layout of proposed built form is considered acceptable and the traditional design and appearance of the building would be in keeping with the surrounding character of the area.
- The proposed development would not cause significant harm to the amenities of neighbouring residential occupiers.

- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- The proposed development provides some on-site parking, with there being sufficient on street parking availability to accommodate any additional parking demand. The proposed development would not have an adverse impact on the operation of the highway subject to conditions.
- The proposed development subject to conditions would not cause unacceptable harm to trees.
- Other matters including sustainability can be appropriately managed through condition.

5 CONSULTATION RESPONSE

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

Historic England - GLAAS (Statutory Consultee)

5.2 The applicant has submitted an archaeology and heritage desk based assessment as part of their application which has been reviewed by Historic England – GLAAS. A two stage archaeological condition has been recommended that will require evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

London Borough of Sutton

5.3 No highways objection raised and the application should be determined by Croydon LPA.

6 LOCAL REPRESENTATION

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

No of individual responses: 11 Objecting: 11

No of petitions received: 0

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

- Loss of good family home;
- Over-development;
- Overly dominant in the street scene;
- The building is too large;
- Not in keeping with semi-detached and detached houses in the area;
- Inadequate useable amenity space;

- Inadequate parking given poor PTAL;
- Each flat will not have their own parking space;
- Visitor parking spaces have not been provided [OFFICER COMMENT: *There is no current policy requirement for visitor car parking*]
- Loss of trees;
- The plot is too small for the development;
- Overlooking of neighbouring gardens;
- Loss of privacy;
- Loss of light to neighbours;
- New blocks of flats are changing the character of the area;
- Hillcrest Road is already very busy and dangerous;
- Parking for Thomas More school clogs up the road;
- There are so many cars on the road that school drops offs take a long time;
- The development will remove some existing parking;
- Increased risk of accidents;
- Increased traffic congestion;
- Pressure on local infrastructure
- Noise and disturbance from construction works and additional units;
- Noise due to bin location;
- Noise due to children's play area;
- The description is misleading as the development is 3 storeys;
- If the plans are passed a disabled bay should be allocated on street as parked cars often block the drive to No. 53A;
- This will set a precedent for other blocks of flats;
- Visibility of on-coming traffic is poor;

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

- Is there a requirement for second means of escape from the upper floor? As this is not shown? [OFFICER COMMENT: *This matter would be dealt with under Building Regulations*]
- Inadequate consultation process for neighbours [OFFICER COMMENT: Consultation was carried out in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 as notice was served on any adjoining owner or occupier as well as those opposite the site].

6.4 Purley and Woodcote Residents Association has objected to the scheme, making the following comments:

- Loss of good family home;
- Over-development of site;
- Overpowering for neighbours;
- Inadequate useable amenity space;
- Inadequate parking;
- The tree survey says there are no trees but there are [OFFICER COMMENT: The tree retention/removal plan document includes an existing

plan. This document has been reviewed by the Tree Officer and they are satisfied with the submitted information]

6.5 Councillor Badsha Quadir has objected to the scheme, making the following representations:

- Loss of a good family home;
- Poor parking in an area with a poor PTAL;
- There are trees at the site – an error has been made with the tree survey [OFFICER COMMENT: The tree retention/removal plan document includes an existing plan. This document has been reviewed by the Tree Officer and they are satisfied with the submitted information]

7 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 on Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion

- 6.13 on Parking
- 7.2 Designing out crime
- 7.4 on Local Character
- 7.6 on Architecture
- 7.14 Improving air quality
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM1 on housing choice for sustainable communities
- DM10 on design and character
- DM13 on refuse and recycling
- DM16 on promoting healthy communities
- DM19 on promoting and protecting healthy communities
- DM23 on development and construction
- DM24 on land contamination
- DM25 on sustainable drainage systems and reducing flood risk
- DM28 on trees
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)
- The Nationally Described Space Standards (October 2015)

8 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development;
- Townscape and visual impact;
- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Trees and landscaping;
- Other planning matters

Principle of development

8.2 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area

less than 130 sq.m. The existing property has a floor area of 114.7 sq.m and is a 3 bed house; however, on the basis that two 3 bed family units would form part of the flatted scheme (located at ground floor level with private gardens and direct access to the rear communal area and allocated play space) which would result in a net gain of family accommodation, this is considered acceptable.

- 8.3 Local Plan Policy SP2.7 sets a strategic target of 30% of all new homes up to 2036 to have 3 beds or more. The policy sets a specific target for major developments, but not minor developments, with the latter considered on a site by site basis. Two of the proposed flats would be 3 bed units, which would amount to 29% of the overall provision and one 2 bed 4 person unit is also proposed. This is considered acceptable.
- 8.4 The proposed development would create additional residential units that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018).
- 8.5 The existing property is not protected from demolition by existing policies. As such, the property and associated structures could be demolished under existing permitted development rights through the prior approval process without planning permission. The demolition of the existing building is acceptable subject to a suitable replacement designed building being agreed.

Townscape and Visual Impact

- 8.6 Local Plan Policy DM10.1 seeks to achieve a minimum height of 3 storeys provided that development respects a number of issues, including development pattern, layout and siting, amongst other things. The bulk and mass of the proposed development is considered acceptable. The building would appear as two storeys when viewed from Hillcrest Road in keeping with the majority of buildings in the surrounding area, including the existing house itself. The proposed building line appropriately respects the neighbouring properties on either side where it sits on a slight bend.
- 8.7 The depth of the rear building line of the proposed development would project further into the back garden than the existing house and the general footprint is significantly larger; however this is considered acceptable, on balance, and a gap of approximately 10m would be maintained to the rear boundary. A narrow gap would be provided along the shared boundary with No. 53A; however the staggered side wall adjacent to No. 57 would be hard up against the boundary line in parts. The overall impact from this would be mitigated by the setting of the existing bungalow within its site and the orientation of the properties on this side.
- 8.8 The proposed development would have a traditional appearance with a simple pallet of materials including brickwork, render and plain roof tiles. This would have an acceptable impact on the street scene. Whilst the proposed front dormer is not typical of the street scene it would not over-dominate the roof slope of appear excessive in size.

- 8.9 The landscaping of the front garden area is an appropriate balance between the need to provide on-site parking, whilst being respectful of the green character of the area. New tree planting together with a lawn area and surrounding hedging would help to soften the appearance of new development. Further details of landscaping is recommended to be secured via condition.
- 8.10 The bin storage would be positioned to the side of the site so as to appear more discreet and preventing it forming a dominant feature of the building's appearance. The cycle storage would be largely screened from public view at the rear of the site. A condition is recommended to ensure that the bin and cycle storage are both provided prior to occupation.
- 8.11 The development would comply with policy objectives in terms of respecting local character.

Impact on Neighbouring Residential Amenity

- 8.12 The properties most affected by the proposed development would be the immediate neighbours at Nos. 53A and 57 Hillcrest Road, and the property to the rear at No. 64 Highfield Road.
- 8.13 No. 53A Hillcrest Road
- 8.14 This bungalow is located to the north-west of the site. There are no side windows at the property that face towards the site; however there is a conservatory at the back and a rear bedroom window. The other windows on the rear elevation serve a W.C/bathroom and kitchen, which are non-habitable.
- 8.15 The proposed development would be positioned closer to the shared boundary with No. 53A than the existing house and would also project further beyond the rear building line of this bungalow. Whilst this would have some impact on the occupiers of this property in terms of outlook, it is not considered to be harmful enough to warrant refusal.
- 8.16 With regards to daylight/sunlight, it is likely that there would be some impact in the earlier stages of the day; however given the proximity of the existing planting along the shared boundary to the side/rear windows and the fact that this part of the property is glazed on all sides, this is considered to be within acceptable limits. The bedroom to the side of the conservatory would already be partially impacted by the siting of the existing conservatory.
- 8.17 Although there would be 2 side windows at first floor level and 2 roof lights at second floor level facing towards this property, all of these windows could be conditioned so that they are obscure glazed as they either serve a non-habitable room or act as a secondary window. Screening would be positioned at the side of the first floor balconies to prevent any unacceptable overlooking and this would also be subject to a condition.
- 8.18 No. 57 Hillcrest Road

- 8.19 This bungalow is located to the south-east of the site. There are 2 large windows that face northwards towards the site that serve a living room and a kitchen, which also has rear facing window which would not be significantly affected by the proposal. However, these windows are set off the shared boundary by approximately 5m and are also separated by an existing detached garage. The overall impact on the occupiers of this property in terms of outlook and daylight/sunlight would, therefore, be acceptable.
- 8.20 There would be 1 side window at first floor level and 4 roof lights at second floor level facing towards this property. The first floor window and roof lights would be conditioned so that they are obscure glazed as they are all secondary windows to improve natural daylight. The 2 roof lights on this side would serve the bedrooms to Flat 7. Due to the angle and general size of the roof lights it is unlikely that these would result in any significant overlooking; therefore obscure glazing is not recommended for these.

No. 64 Highfield Road

- 8.21 This property is located to the south-west of the site. Although the proposed development would project further into the rear garden than the existing house, a gap of approximately 10m would still be maintained to the rear boundary with No. 64 so as to not result in any loss of daylight/sunlight or outlook. The rear of this property also faces away from the site and the distance between the two buildings is approximately 14m.
- 8.22 The existing house at the site presently has 3 large first floor rear windows and a single roof light. Although the proposed development would result in 2 additional first floor rear facing windows and 2 rear balconies, the separation distance is considered sufficient. The centrally located first floor rear window and the proposed rear dormer directly above would both serve a communal hallway and could be conditioned so that they are obscure glazed.

The standard of accommodation for future occupiers

- 8.23 The proposal would comply with internal dimensions and minimum floor areas required by the Nationally Described Space Standards. All units are dual aspects with adequate outlook. In terms of layout, each unit would benefit from an open plan kitchen / living / dining area.
- 8.24 The 3 bed family units on the ground floor would have their own private rear gardens and 2 of the units on the second floor would have private balconies. Two units do not have private amenity space but a communal garden with an allocated play space would be available at the rear of the site for these units to use and share. This would be directly accessed by a back door from the communal hallway.
- 8.25 Both of the bedrooms in the roof area would be served by roof lights only. Whilst this would not be ideal in terms of outlook, the main open plan kitchen / living / dining area would have front and rear facing windows.

8.26 It is considered that the proposal would result in a good standard of accommodation for future occupiers of the development. In regards to accessibility, London Plan Policy 3.8 'Housing Choice' requires 90% of dwellings to meet M4(2) 'accessible and adaptable dwellings' Building Regulations requirement, with the remaining 10% required to meet M4(3) 'wheelchair user dwellings'. The key issue in ensuring that M4(2) can be achieved within a development is to ensure, at the planning application stage, that the units can reasonably achieve level access. If level access cannot be reasonably achieved, then the units cannot be required to meet the M4(2) Building Regulations. The London Plan (2016) recognises that securing level access in buildings of four storeys or less can be difficult and that consideration should also be given to viability and impact on ongoing service charges for residents. The proposed development would have a level access; therefore a condition is recommended requiring the units at ground floor level to comply with M4 (2).

Parking and highways

8.27 The site has a PTAL rating of 1A which indicates poor accessibility to public transport. However, the site is within reasonable walking distance of Purley District Centre with its amenities and numerous bus stops and train station.

8.28 Current transport policy seeks to provide car parking spaces (for minor residential development) in line with London Plan Table 6.2. This table states that less than 1 space per unit should be provided for 1 and 2 bed units and up to 1.5 spaces for 3 bed units. There is no provision for higher levels of car parking in areas with low Public Transport Accessibility Levels.

8.29 The proposed development would provide 4 car parking spaces for 7 units. The applicant has submitted a parking technical note to support their application. This document states that the parking provision would be within the maximum amount permitted by the current adopted parking standards. The report provides an analysis of the 2011 Census Car Availability, Tenure and Number of Rooms data for the ward within which the site is located. This information suggests that there would be a demand for 5 parking spaces in total.

8.30 Parking stress surveys of the area show that there are in excess of 62 empty parking spaces in proximity to the site. The potential demand for 1 further off-site parking space can, therefore, safely be accommodated on-street without adverse impact on the amenity of existing residents in the area.

8.31 The 4 car parking spaces would be provided at the front of the site and cars would be required to reverse onto the main road. Whilst this arrangement is not ideal, it can be seen with other nearby properties that do not have turning areas in their front gardens. It is recommended that a condition be imposed in relation to visibility splays.

8.32 Whilst the loss of on-street parking is regrettable, no objections have been raised by the Parking Design Manager.

8.33 The location of the refuse storage in the front garden and the cycle storage in the rear garden (with access via a side gate) is acceptable.

- 8.34 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work does not undermine the safety and efficiency of the highway. A condition is also recommended to reinstate the existing dropped kerb at the site as this will no longer be required. Subject to the above the development would be acceptable on highway grounds.

Trees and Landscaping

- 8.35 The tree retention/removal plan confirms that the Beech tree in the front garden would need to be removed to facilitate development. Subject to a replacement tree being planted on site no arboricultural objections have been raised. This will be ensured by way of a condition, together with a landscaping scheme for the private amenity spaces / communal garden and SUDS techniques for the hard surfacing.

Archaeology

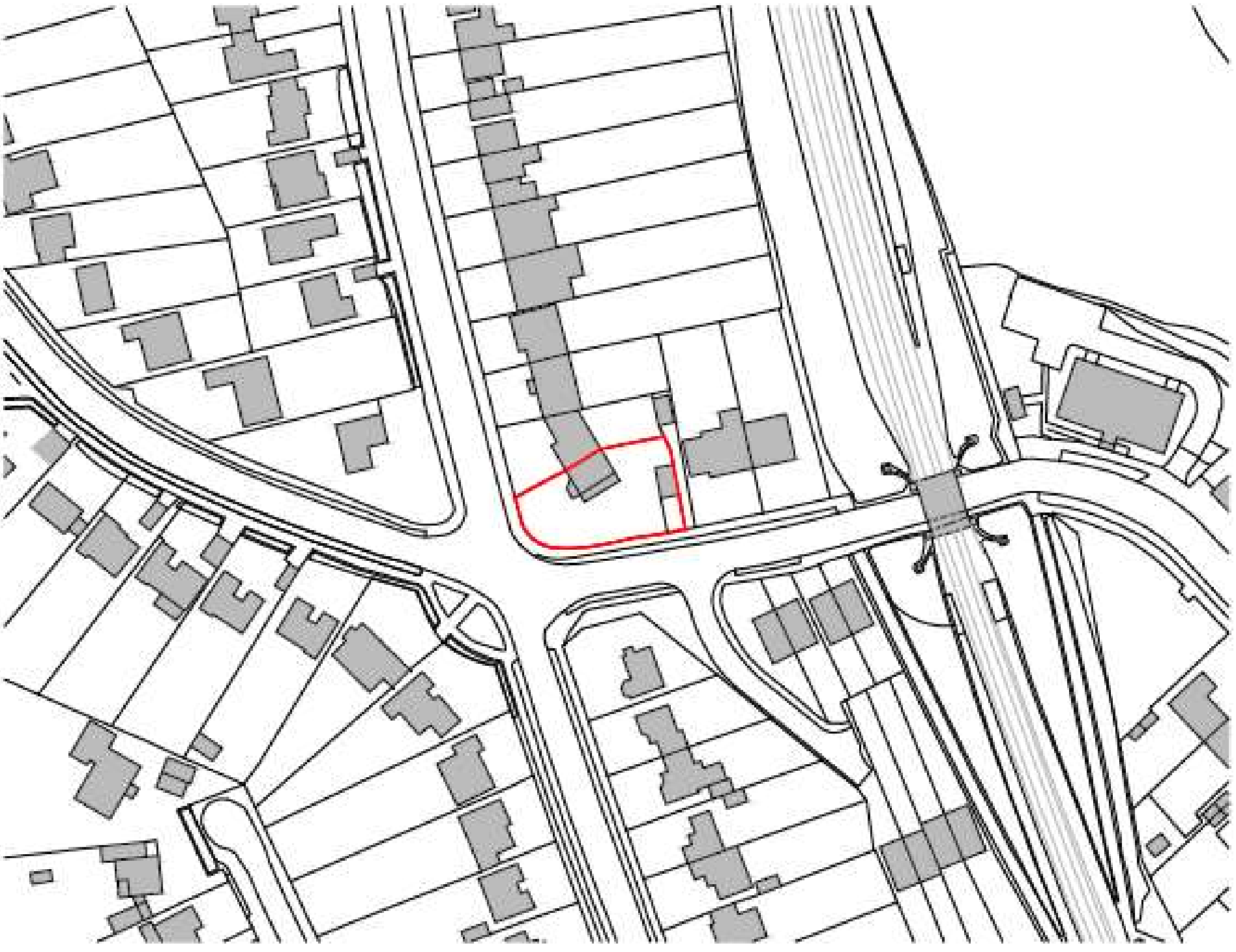
- 8.29 The site lies in an Archaeological Priority Area (Tier I). Historic England have raised no objections subject to a 2-stage condition.

Other planning matters

- 8.36 Conditions are recommended in relation to carbon emissions and water use targets for the development.
- 8.37 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

Conclusions

- 8.33 Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.
- 8.34 All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted given the reasons set out above. The details of the decision are set out in the RECOMMENDATION.



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PART 6: Planning Applications for Decision

Item 6.5

1 APPLICATION DETAILS

Ref: 18/03059/OUT
 Location: 141 Brancaster Lane, Purley, CR8 1HL
 Ward: Purley Oaks and Riddlesdown
 Description: Erection of two storey side/rear and roof extensions and conversion into 6 flats with associated parking, balconies and landscaping
 Drawing Nos: 218-D-00, 218-D-01, 218-D-02, 218-D-03, 219-D-04, 219-D-05, 218-D-08, 219-D-10, 219-D-11, 219-D-12, 219-D-13, 218-D-06, 218-D-07, 218-D-09, 1817-GUA-DR-L-001 P01, Flood Risk Assessment
 Agent: Mr Justin Owens
 Case Officer: Louise Tucker

	1 bed	2 bed	3 bed	Total
Private sale	5	0	1	6

Number of car parking spaces	Number of cycle parking spaces
4	6

1.1 This application is being reported to Committee because the Ward Councillor (Simon Hoar) and the Riddlesdown Residents Association made representations in accordance with the Committee Consideration Criteria and requested Planning Committee consideration. Representation received on the application has also exceeded the Planning Committee threshold.

2 RECOMMENDATION

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

Conditions

- 1) The development shall be carried out wholly in accordance with the approved plans
- 2) Reserved matters to be approved: Landscaping
- 3) Application for approval of reserved matters to be made within three years of the date of the permission
- 4) Development to be begun no later than 2 years from final approval of reserved matters
- 5) Submission of the following to be approved and thereafter retained: Finished floor levels, EVCP (including spec and passive provision),

- boundary treatments and enclosures, balustrading and screens, retaining walls, SUDs scheme
- 6) Landscaping to be provided prior to occupation and maintained for 5 years
 - 7) Details of materials to be submitted and approved (including samples)
 - 8) Level access to be provided and retained
 - 9) No windows other than as shown and those shown as obscurely glazed shall be provided and retained as such
 - 10) To be provided as specified prior to occupation: Parking spaces and access, vehicle turning space, refuse and cycle stores, visibility splays
 - 11) Permeable forecourt material
 - 12) The development must achieve 19% CO2 reduction beyond Building Regulations
 - 13) The development must achieve 110 litres water per head per day
 - 14) In accordance with FRA
 - 15) Flat roofs not be used as balconies
 - 16) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community Infrastructure Levy – Granted
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Wildlife protection
- 4) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks outline planning permission for:

- Erection of two storey side/rear extension, roof extension and alterations to the existing building
- Conversion of the extended building into 6 flats (5 x one bedroom, 1 x three bedroom flats)
- Provision of 4 parking spaces, utilising one existing access off Lower Barn Road and the creation of an additional vehicular access off Brancaster Lane

3.2 The application is for outline planning permission at this stage, with access, layout, scale and appearance for determination at this stage. Landscaping is reserved for subsequent approval.

Site and Surroundings

3.3 The application site lies on the corner of Brancaster Lane and Lower Barn Road in Purley. The property is a semi-detached dwelling house, with an existing detached garage and vehicular access off Lower Barn Road to the rear. Land levels fall from west to east.

- 3.4 The surrounding area is largely residential in character. Brancaster Lane is generally made up of detached and semi-detached properties of a traditional character but exhibiting varying designs and building forms. Lower Barn Road to the east of the site, consists of a mix of detached and semi-detached buildings, with some larger flatted developments and commercial properties. Riddlesdown Station is located to the south-east of the site.
- 3.5 The site lies within a surface water flood risk area, as identified by the Croydon Flood Maps.

Planning History

- 3.3 There is no relevant planning history associated with this site.

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- There are no protected land use designations on the site and therefore the principle of development is acceptable.
- The proposal would contribute positively to borough-wide housing targets and would deliver 5 additional units on site, replacing the existing house with a three bedroom (5 person) family sized unit.
- The scale and layout of proposed built form is considered to be appropriate for the site and the traditional design executed with contemporary materials and finishes which would respect the surrounding character of the area.
- With suitable conditions, the relationship with the nearest neighbouring properties on Brancaster Lane and Lower Barn Road is such that there would be no undue harm to residential amenity.
- The development would provide an acceptable standard of living for future residents of the development, with satisfactory internal layouts and amenity space.
- The number of parking spaces proposed would be suitable, given the mix of units and the sustainable location and the availability of on street car parking nearby.
- Access and turning arrangements for vehicles would not impact on the safety or efficiency of the public highway.
- Other matters including flooding, sustainability, landscaping can be appropriately managed through condition.

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

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

No of individual responses: 99 Objecting: 98 Supporting: 1

No of petitions received: 0

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

- Overdevelopment
- Pressure on local health services/infrastructure
- Out of character
- Poor design
- Inadequate parking provision
- Increased traffic congestion and detrimental to highway safety and efficiency
- Impact on residential amenity of adjoining occupiers – loss of privacy and light, noise and disturbance
- Impact on trees
- Density is too high
- Flood risk

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

- A flatted development should be proposed for both 139 and 141 Brancaster Lane, not just this site [OFFICER COMMENT: The scheme for determination relates to 141 Brancaster Lane so this is all that can be considered]
- Loss of view [OFFICER COMMENT: This is not a material planning consideration]
- This development is driven purely by profit [OFFICER COMMENT: This is not a material planning consideration]
- Devaluation of neighbouring properties [OFFICER COMMENT: This is not a material planning consideration]
- Impact on sewer capacity [OFFICER COMMENT: This is not a material planning consideration]
- Flats will increase crime in the area [OFFICER COMMENT: This is unsubstantiated and is not a material consideration]
- Additional kitchens will present a fire risk to the adjoining occupier [OFFICER COMMENT: A kitchen could be installed along the shared boundary without planning permission]

6.4 Councillor Simon Hoar has objected to the scheme and referred to Planning Committee, making the following representations:

- Overdevelopment of the site
- Detrimental to street-scene
- Loss of family accommodation
- Harm to neighbouring occupiers including overlooking
- Lack of amenity space for future occupiers
- Lack of parking

- 6.5 Councillor Helen Redfearn has objected to the scheme on the same grounds as Councillor Hoar.
- 6.6 The Riddlesdown Residents Association has also objected to the planning application raising the following issues of concern:
- Overdevelopment of the site and over-intensification
 - Inappropriate and poor quality design including materiality, building line
 - Errors in the submitted Planning, Design & Access Statement
 - Planning, Design & Access Statement does not consider the NPPF
 - Undue noise, disturbance and overshadowing of adjoining occupiers
 - Development too dense
 - Inadequate consideration of sewers and foul water drains
 - Surface water flood risk
 - Inadequate consideration of parking including lack of parking survey
 - New access detrimental to highway safety
 - Lack of consideration for disabled users
 - Inadequate amenity space
 - Loss of family home
 - Strain on local infrastructure
 - Lack of affordable housing
 - Proximity to electrical sub station
 - Restrictive covenants preventing subdivision of the plots [OFFICER COMMENT: This is not a material consideration]

7 RELEVANT PLANNING POLICIES AND GUIDANCE

- 7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.
- 7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:
- Requiring good design.
 - Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions
- 7.3 The main policy considerations raised by the application that the Committee are required to consider are:

Consolidated London Plan 2015 (LP):

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.13 Sustainable drainage
- 6.9 Cycling
- 6.11 Smoothing traffic flow and tackling congestion
- 6.13 Parking
- 7.2 Designing out crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving air quality
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodland

Croydon Local Plan 2018 (CLP 2018):

- SP2 Homes
- SP4 Urban design and local character
- SP6 Environment and climate change
- SP8 Transport and communications
- DM1 Housing choice for sustainable communities
- DM10 Design and character
- DM13 Refuse and recycling
- DM16 Promoting healthy communities
- DM19 Promoting and protecting healthy communities
- DM23 Development and construction
- DM24 Land contamination
- DM25 Sustainable drainage systems and reducing flood risk
- DM27 Biodiversity
- DM28 Trees
- DM29 Promoting sustainable travel and reducing congestion
- DM30 Car and cycle parking in new development
- Applicable place-specific policies

7.4 The relevant Supplementary Planning Guidance is as follows:

- London Housing SPG (March 2016)

- London Mayoral Affordable Housing SPG: Homes for Londoners (August 2017)
- The Nationally Described Space Standards (October 2015)

8 MATERIAL PLANNING CONSIDERATIONS

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

- Principle of development;
- Townscape and visual impact;
- Density of development;
- Residential amenity;
- Living conditions of future occupiers;
- Parking and highway safety;
- Flood risk;
- Trees and landscaping;
- Other planning matters

Principle of development

8.2 The principle of development is acceptable. The development would provide 5 additional homes in an established residential area, including a replacement three bedroom family sized unit on site. The other material issues are considered below.

Density of development

8.3 Representations have raised concern over the intensification of the site and overdevelopment. The site is a suburban setting with a PTAL rating of 2 and as such the London Plan indicates that the density levels ranges of 150-250 habitable rooms per hectare (hr/ha). Taking into account site area alone, the proposal would be modestly in excess of this range at 280hr/ha. However as the site benefits from being on a corner plot, the density of development would be acceptable. In any case, the London Plan indicates that it is not appropriate to apply these ranges mechanistically, as the density ranges are broad, to enable account to be taken of other factors relevant to optimising potential – such as local context and design. Where these considerations have been satisfactorily addressed, the London Plan provides sufficient flexibility for such higher density schemes to be supported. In the context of the location and given the size of the building it is not considered the development would be of an unacceptable density and makes optimal use of the site.

Townscape and Visual Impact

8.4 The existing building would be extended to the side and rear at two storey level, with accommodation created in the roof-space through the creation of two dormer windows. This would make effective use of the corner by allowing the building to directly address the Lower Barn Road/Brancaster Lane street-scene with an entrance to one of the units onto this elevation. Whilst the two storey

extension would not be set down or back from the host property, this is not considered necessary where the materiality of the elevations would clearly differentiate the extension from the main building. The proposed massing would step down and back towards the rear, to reflect the land level changes and the return Lower Barn Road building line. The roof slope would be broken up with a front dormer which would align with the windows below with a rear dormer which would be well set within the roof and of an acceptable size.

- 8.5 Whilst the proposed design would be contemporary in appearance, it would make reference to the features and materials present in the surrounding area. There is a variety of styles of property in the vicinity of the site, including some larger flatted developments and in this context, the development would reflect existing character. Conditions to secure full details of the materials and other related details (such as the balconies) are recommended to ensure these are of high quality.
- 8.6 Landscaping is proposed to be treated as a reserved matter and not for consideration at this stage, but from the indicative layout and landscaping strategy provided, it appears that there would be sufficient area for planting along the site frontages and as part of the amenity space which should help integrate the development into its setting. Refuse and cycle storage have been integrated into the building envelope, which would represent the preferred arrangement and would accord with policy requirements.
- 8.7 Overall, it is considered the proposal would make efficient use of the site to provide additional units. The scale, massing and design of the extended building would be in keeping with the overall pattern and layout of development in the area. The development would comply with policy objectives in terms of respecting local character.

Impact on Neighbouring Residential Amenity

- 8.8 The properties most affected by the development would be the immediate neighbours (139 Brancaster Lane and 132 Lower Barn Road).

139 Brancaster Lane

- 8.9 This single family dwelling house adjoins the site to the north, as the other half of the semi-detached pair. The proposed two storey extension would project across the site towards the east, so there would be some degree of impact in terms of light and outlook. However there would be no direct projection above ground floor level immediately beyond the rear windows of 139 Brancaster Lane and the side/rear extension would be set off the boundary by a minimum of 4.1m. The boundary of 139 Brancaster lane splays away to the south, so the visibility of the two storey extension from the rear windows will be more limited. The height of the two storey extension would reduce to the rear (as the extension steps down to the east) and the impact of the development on these occupiers (in terms of daylight and sunlight) would be acceptable.
- 8.10 In terms of privacy, the proposed north facing windows above ground floor level would be obscure glazed and positioned at high level, restricting views across

the neighbouring garden. A condition is recommended to ensure these are retained as such for the lifetime of the development. The proposed dormer balcony would be inset into the roof with no side views possible. The size and siting of the dormer window would be similar to that which could be constructed under permitted development, in terms of its relationship with 139 Brancaster Lane. It is not considered there would be a significant impact on privacy for the occupiers of this property.

132 Lower Barn Road

- 8.11 This is a single family dwelling house located to the rear of the site (to the east). The topography is such that this property is on a lower land level to 141 Brancaster Lane. However given the separation distance and siting of the two storey extension, there would be no projection beyond the rear of this property with unrestricted outlook retained to the south, where the extension would step back adjacent to the neighbouring electricity substation between the sites. 132 Lower Barn Road as a west facing side window at first floor level. Considering the chalet roof style and front/rear dormer windows it does not appear this is a main habitable room window. The impact on light and outlook would therefore be acceptable.
- 8.12 In privacy terms, there are no side facing windows towards this property in the two storey extension. A condition is recommended to ensure there are no additional windows inserted over time, as well as screening to be agreed for the balcony to ensure there are no side views towards the building. Whilst a roof level balcony forms part of the proposed development, this would be inset and would be situated approximately 14m from the shared boundary with 132 Lower Barn Road and would be able to be carried out under permitted development (as an extension to the existing property). The impact on privacy is therefore considered to be acceptable.

The standard of accommodation for future occupiers

- 8.13 The proposal would comply with internal dimensions and minimum GIA required by the Nationally Described Space Standards. All units are dual aspect with adequate outlook. In terms of layout, each unit would benefit from an open plan living, kitchen and dining area.
- 8.14 Each unit would have access to an area of private amenity space in the form of a balcony or terrace. There would also be a small area of communal garden for residents. The indicative landscaping details show that despite the size, the provision would be sufficiently private, adaptable and of a high quality with seating, sensory planting and outdoor games available. Taking this into account, along with the unit mix and distance to the nearest open space to the south east of the site, this is considered acceptable.
- 8.15 There is level access to the main entrance and the communal amenity space via a separate entrance. A lift could not reasonably or practically be provided within the building without further extensions which would be detrimental to the street-scene. Taking into account this is the conversion of an existing building and the

site constraints in terms of topography the layout is considered to be acceptable in terms of accessibility.

- 8.16 It is therefore considered that the proposals would result in a good standard of accommodation for future occupiers of the development.

Parking and Highways

- 8.17 The site has a PTAL rating of 2 which indicates poor accessibility to public transport. 4 car parking spaces have been provided on site for the 6 flats.

- 8.18 Current transport policy generally seeks to reduce on-site parking in areas with good PTAL rating and encourage sustainable transport methods. However the applicant has provided justification with their submission to justify this provision. The site is within short walking distance of Riddlesdown Station which operates frequent services to Croydon and Central London. There are nearby bus stops on Mitchley Avenue which operate regular services to the town centre as well as access to a number of local centres in the Borough including Sanderstead and Selsdon. There is a shopping parade 500m from the site on Lower Barn Road which provides services including a pharmacy, post office and convenience store. The scheme includes 5 one bedroom flats, 2 of which are 1 person units. Maximum parking standards set out in the London Plan suggest that 1 bedroom units should have less than 1 space per unit. Taking these factors into account, it is considered the parking provision is acceptable. On street car parking is more challenged in this area in view of the close proximity of the site to Riddlesdown Station although officers are satisfied that there is some spare on street car parking capacity, especially during the critical night-time period when car parking stress surveys are generally undertaken.

- 8.19 A technical note has been provided with the application. This considers the distance of the proposed new vehicular crossover from the Lower Barn Road junction, the road markings, common behaviour of drivers at these types of junctions and the speed limit of the roads. This demonstrates that the provision of a new vehicular crossover in the proposed location would not be detrimental to highway safety. Whilst a proposed access close to this junction has raised issues of concerns for local residents, officers are satisfied that the access would be acceptable. Visibility splays can be achieved from both of the vehicular accesses serving the development and there would be adequate turning space for vehicles within the site entering/exiting onto Brancaster Lane in forward gear, thereby ensuring the safety and efficiency of the highway. Whilst a vehicle would have to reverse out onto Lower Barn Road, this access only serves one parking space and would be similar to the existing situation. As discussed above, the scheme would be accompanied by 4 on site car parking spaces which should not generate a large number of vehicle movements.

- 8.20 The location of the refuse and cycle storage integrated into the building is acceptable and would be easily accessible for both residents and collection crews.

- 8.21 A Construction Logistics Plan and Method Statement will be required through condition to ensure that building work on this junction does not undermine the safety and efficiency of the highway.
- 8.22 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Trees and Biodiversity

- 8.23 There are no trees of significance on the site. Although landscaping is a reserved matter and therefore not for consideration at this stage, the indicative strategy submitted shows there is adequate space for soft landscaping to be provided to help integrate the extensions into the site and soften the appearance of the hardstanding, which is to be provided as permeable paving. The planting areas will also be important to introduce defensible space for the ground floor units, and provide privacy for the amenity spaces. A comprehensive landscaping scheme will be submitted at reserved matters stage, securing full details including proposed species, numbers and sizes. This is considered acceptable.
- 8.24 The applicant has provided an Ecological Appraisal, which indicates the potential for bats to be present on site recommending further surveys to determine this. A condition is recommended to ensure these are carried out, along with the other recommendations made in the appraisal including landscaping requirements etc. If protected species are identified on site during the course of construction any species and/or their habitat would be protected under the Wildlife and Countryside Act of 1981. An informative has been included to draw the applicant's attention to this.

Flood Risk

- 8.25 The application lies within a surface water flood risk area and a Flood Risk Assessment has been provided by the applicant. This identifies that whilst there is some risk to the site from surface water flooding, this would be low and would be mitigated through use of flood resilience measures. A condition is recommended requiring the development to be carried out in accordance with the FRA. A further condition is recommended to secure details of SUDs on site, particularly given the topography and the opportunities for landscaping available.

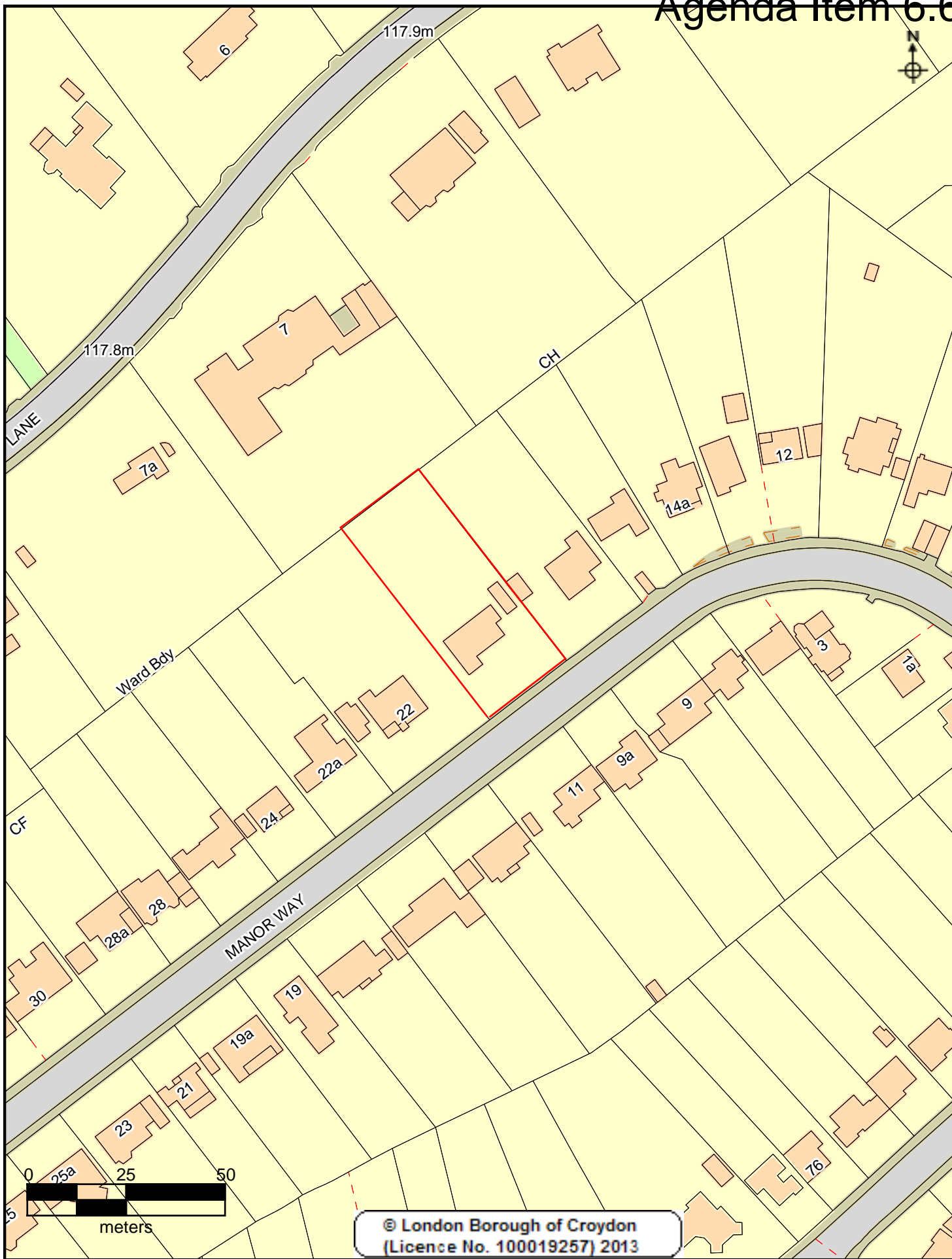
Other planning matters

- 8.26 Conditions are recommended in relation to carbon emissions and water use targets for the development, to achieve sustainability objectives in accordance with policy.
- 8.27 The development would be CIL liable. This would contribute to meeting the need for physical and social infrastructure, including education and healthcare facilities.

Conclusions

- 8.28 Taking all of the above planning considerations into account, it is recommended that planning permission should be granted.

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



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PART 6: Planning Applications for Decision

Item 6.6

1.0 APPLICATION DETAILS

Ref: 18/03185/OUT
Location: 20 Manor Way, Purley, CR8 3BH
Ward: Purley and Woodcote
Description: Demolition of the existing building. Erection of a 2/3 storey building comprising 8 flats. Provision of associated parking.
Drawing Nos: 217-D-00, 217-D-02 REV B, 217-D-04, 217-D-05, 217-D-06, 217-D-08, 217-D-10, 217-D-11, 217-D-12, 217-D-13, 217-D-14 and 217-D-15.
Agent: N/A
Applicant: Silverleaf Group
Case Officer: Georgina Betts

- 1.1 This application is being reported to Committee because objections above the threshold in the Committee Consideration Criteria have been received.

2.0 RECOMMENDATION

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

Conditions

- 1) The reserved matters application shall be submitted with 3 years and the development shall begin no later than 5 years from the date of the permission
- 2) Prior to the occupation of the development details of any (1) boundary walls and fences or other means of enclosing the site, (2) visibility splays, (3) refuse/cycle stores, (4) electric vehicle charging points
- 3) In accordance with the approved plans
- 4) Hard and soft landscaping including play equipment to be submitted
- 5) Details of external facing materials to be submitted
- 6) Water usage and carbon dioxide reduction
- 7) Submission of a construction logistics plan/management strategy
- 8) Submission of a drainage strategy
- 9) Restrictions on windows in the north-eastern and south-western elevations
- 10) The ground floor of the development shall be compliant with part M4(2) of the 2013 Building Regulations
- 11) Any other planning condition(s) considered necessary by the Director of Planning & Strategic Transport

Informatives

- 1) Community infrastructure Levy
- 2) Code of Practice on the Control of Noise and Pollution from Construction Sites
- 3) Any other informative(s) considered necessary by the Director of Planning & Strategic Transport

3.0 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The applicant seeks outline planning permission for the:

- Demolition of existing building
- Erection of a two/three storey building comprising of 8 flats (2x one bedroom, 4x two and 2x three bedroom flats)
- Provision of associated parking, play space, landscaping, cycle and refuse stores.

3.2 The matters for consideration at the outline stage are as follows:

- Access
- Appearance
- Layout
- Scale

3.3 Landscaping would be dealt with at the reserved matters stage.

Site and Surroundings

3.4 The application site lies on the north-western side of Manor Way and is currently occupied by a large detached bungalow dating back to the 1910/20's. The existing property sits in an elevated position with an inclining driveway.

3.5 The surrounding area is typically residential in character comprising large detached dwellings varying in design and character. Most properties are sited within generous plots benefitting from large quantities of established soft landscaping. Land levels rise from the south-east to the north-west and therefore the properties on the south-eastern side of Manor Way are typically a storey lower to those properties to the north-west.

3.6 The application site is at risk of surface water flood risk as identified by the Croydon Flood Maps. The site has a PTAL rating of 1a and has poor access to public transport however the site is within a reasonable walking distance of bus routes and Reedham Station.

Planning History

- 3.7 17/03581/FUL: Construction of first floor with accommodation in roofspace to include the erection of a dormer extension and installation of rooflights; erection of single storey rear extension.

[Permission granted but not yet implemented]

4.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- a. The residential nature of the development can be supported in principle
- b. The development would have limited impact upon the character and appearance of the surrounding area.
- c. The development would have an acceptable relationship with neighbouring residential properties.
- d. The standard of accommodation for future occupiers is satisfactory
- e. Access, parking and turning arrangements are acceptable.
- f. Flood risks can be appropriately addressed through the use of conditions

5.0 CONSULTATION RESPONSE

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

6.0 LOCAL REPRESENTATION

- 6.1 The application has been publicised by way of letters sent to neighbouring occupiers of the application site and site and press notices. 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: 54 Objecting: 54

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

- Out of character
- Additional cars clogging traffic flow/parking stress/overspill parking
- Inadequate parking/no disabled parking
- Over development
- Visually intrusive design/inappropriate design
- Noise and general disturbance
- Loss of privacy
- Demolition/construction hazard to residents
- Strain on local amenities/infrastructure
- Loss of vegetation/natural habitats

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

- Devalue property prices [Officer Comment: this is not a material planning consideration]

- The development would set a precedent [Officer Comment: each application is judged on its own planning merits]
- Restrictive covenants [Officer Comment: this is not a material planning consideration]

6.4 Councillor Badshar Quadir has made the following representations:

- Inappropriate massing
- Out of character

7.0 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

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

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

Consolidated London Plan 2015 (LP):

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

Croydon Local Plan 2018 (CLP):

- SP2 on homes
- SP4 on urban design and local character
- SP6 on environment and climate change
- SP8 on transport and communications
- DM10 on design and character
- DM13 on refuse and recycling

- DM23 on development and construction
- DM29 on promoting sustainable travel and reducing congestion
- DM30 on car and cycle parking in new development
- Applicable place-specific policies

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- The principle of the proposed development
- The impact on the townscape and the visual impact;
- The impact on the residential amenity of adjoining occupiers;
- The living conditions provided for future occupiers;
- Transportation considerations

Principle of development.

8.2 The application site is currently occupied by a detached single storey bungalow which is in single family occupancy and is currently occupied. The current GIA is xxxsqm and so the development would not result in the net loss of a small family dwelling house.

8.3 The residential accommodation would be provided in the form of flats which is not be at odds with the established residential character. The proposed development results in the net gain of 7 homes, 5 of which would be classified as family homes under the CLP 2018. The principle of the development can therefore be supported.

Townscape and Visual Impact

8.4 The applicant proposes to demolish the existing bungalow and erect a two/three storey building with accommodation in the roofspace comprising of 2x one bedroom, 4x two bedroom and 2x three bedroom flats. The two storey mass with the accommodation in the roofspace is of a similar height and scale to that of the immediate neighbours. Policy DM10.1 of the CLP 2018 seeks to ensure that developments achieve a minimum of three stories while respecting the character of the surrounding area. The overall height and massing of the development therefore respects the established character of the surrounding area

8.5 The design of the development has a traditional asymmetrical proportion with the introduction of a catslide roof slope picking up on nearby architectural features.

Properties on south-eastern side of Manor Way opposite the application site.



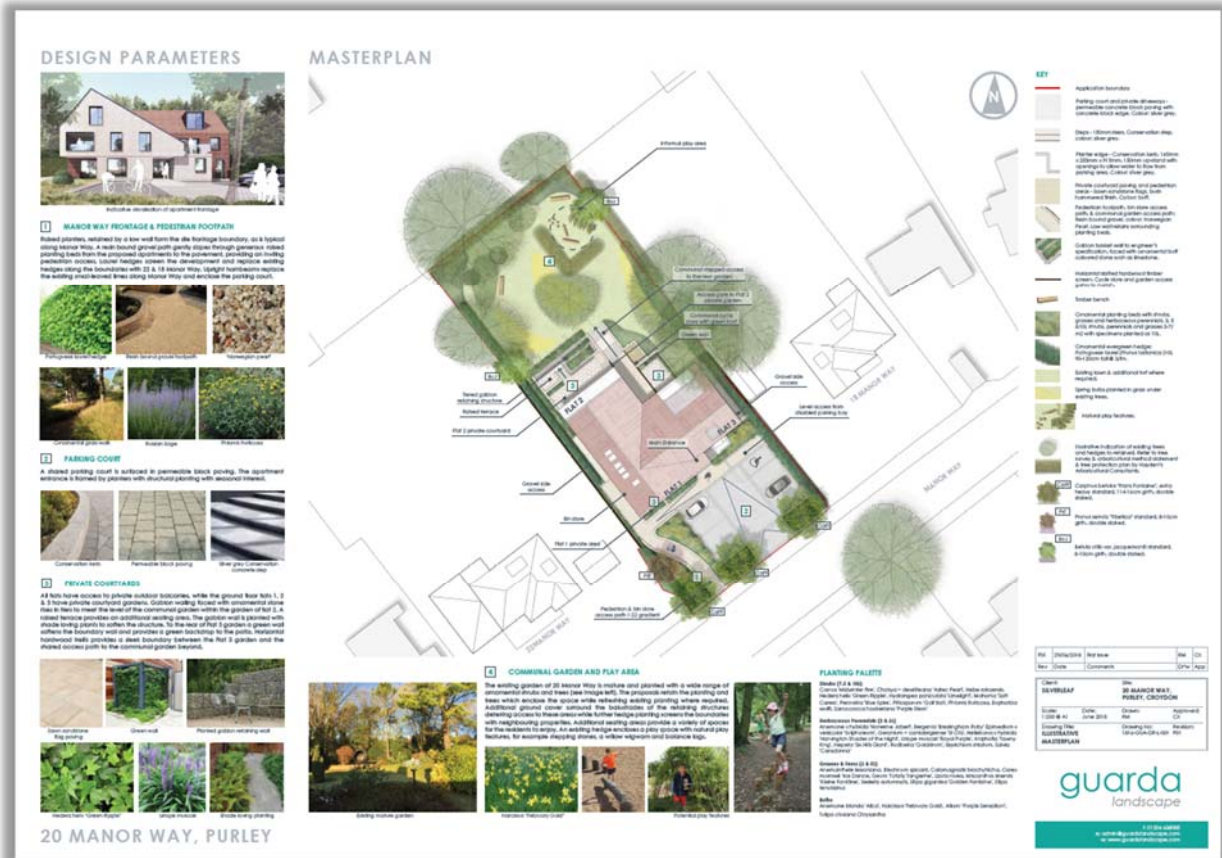
8.6 The indicative materiality of the building is sympathetic to the wider character of Purley which is characterised by the Arts and Crafts movement. The development is considered to be well designed responding to the site's context and would sit comfortably within the street scene.

Image depicting the proposed street scene context



- 8.7 A large proportion of the rear garden would be retained with enhanced and formalised amenity space for future occupiers which is capable of providing playspace in accordance with the CLP 2018. The retention of boundary vegetation would enhance such areas ensuring that the strong verdant character is retained.
- 8.8 Representations have raised concerns over the impact of the front parking area on the character of the surrounding area. Given the steep rise in land levels towards the rear of the site parking at the rear is not considered appropriate given the extent of excavations which would be required. As such, the applicant has opted for forecourt parking which is not dissimilar to that of neighbouring properties, be it on a slightly larger scale. The hardstanding area has been kept to a minimum with good opportunities for soft landscaping therefore minimising its visual impact. Given the sites constraints and established parking practises in the surrounding area forecourt parking is not considered to result in demonstrable harm to the character and appearance of the surrounding area.

Proposed site layout



8.9 For the reasons given above the development is considered to have an acceptable townscape and visual impact.

Impact on Neighbouring Residential Amenity

8.10 The application sites lies between 18 and 22 Manor Way with the land rising to the north-west. The development would have a 'T' shaped footprint and would have separation distances of approximately 12.47 metres from 18 Manor Way and 13.25 metres to 22 Manor Way. Rearward projections of approximately 5.65 to 12.49 metres would exist beyond both No18 and No22 however the depth would be offset given the separation distances. Given the generous separation distance, the modest rearward protection and the presence of boundary screening the development is not considered to appear visually intrusive to either of these neighbouring properties.

8.11 It is noted that there is a side facing dormer window located in the south-western elevation of 18 Manor Way which is believed to serve a bedroom within the loft space. From Council records dating back to 1913 it would appear that this side facing dormer window is an extension to the original property however no records can be found. Regardless of the existence of this window a separation distance of approximately 12.49 metre would exist. Given the generous separation distance between this window and the proposed development it is considered that this window would not be unduly harmed by the development.

- 8.12 No sole habitable room windows are proposed at or above first floor level in either flank elevation while all balconies could be appropriately screened. As such it is not considered that the proposed development would give rise to a loss of privacy.
- 8.13 Given the separation distance to the neighbouring properties to the south-east and north-west no other properties are considered to be adversely affected by the development. For the reasons given above the development is considered to have an acceptable relationship with the adjoining occupiers. In terms of issues with noise and general disturbance as a result of the building works such matters could be secured through a condition as part of a Construction Logistics Plan/Management Strategy.

The standard of accommodation for future occupiers

- 8.14 The development would provide a good unit mix with all units providing a good standard of accommodation and would contribute to the Borough's need for new homes (3x 2b4p's, 1x 3b6p and 1x 3b5p). All units meet the minimum space standards set out in the "Technical Housing Standards March 2015".
- 8.15 All units are provided with private amenity space in accordance with the London Plan standards and have access to a generous communal garden at the rear which is capable of complying with playspace standards set out in the Croydon Plan. Details of boundary treatments, hard and soft landscaping would be secured via condition.
- 8.16 Level access would be provided to the front elevation with ramped/level access to the flank elevation leading to the rear communal area. The development does not incorporate a lift and as such the building is not capable of being fully compliant with part M4(2) of the 2013 Building Regulations. Given the challenging topography of the site and the lack of a lift it is considered that only the ground floor is capable of being compliant with M4(2); a condition is therefore suggested in this respect.
- 8.17 It is therefore considered that the proposals would result in a good standard of accommodation that would meet the needs of the borough and can be supported.

Transportation Considerations

- 8.18 The site has a PTAL rating of 1a which indicates poor accessibility to public transport however is within a reasonable walking distance of bus routes and Reedham Station. A total of 8 parking spaces are proposed while cycle storage is provided in accordance with the London Plan. Manor Way does not form part of any Controlled Parking Zone (CPZ) nor is the highway heavily congested with parked vehicles. Given the unit mix of the development and the uncongested nature of Manor Way this provision is considered acceptable.
- 8.18 Cycle and refuse storage would be secured through condition. In addition the Council would seek to secure the following via condition;

- Visibility splays

- Construction Logistics Plan/Management Strategy

8.19 Subject to conditions in relation to the above the development would be acceptable on highway grounds.

Other matters raised by representations

8.20 The application site is not located near a site of nature conservation importance nor is there any evidence of protected species on site nor is the site subject to a formal tree preservation order. While the applicant has provided an indicative landscaping proposal of part of this outline application the full details would be secured at the reserved matters stage. Officers are therefore satisfied that the development would not result in a loss of valued vegetation or habitats.

8.21 Flooding matters could be adequately addressed through the use of a relevant planning conditions.

8.22 The Community Infrastructure Levy would offset any additional pressures put on local amenities or infrastructure.

Conclusions

8.23 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.

Application number: 18/01711/FUL

Coombe Lodge Playing Fields
Melville Avenue
South Croydon
CR2 7HY



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1.0 SUMMARY OF APPLICATION DETAILS

Ref:	18/01711/FUL
Location:	Coombe Lodge Playing Fields, Melville Avenue, South Croydon, CR2 7HY.
Ward:	South Croydon
Description:	Change of use of the site from playing fields (D2) to eight form entry secondary school (D1) for 1680 pupils (1200 pupils aged between 11 to 16 and 480 pupil 6th form), erection of two/three storey school building with separate two storey sports hall building, hard and soft landscaping, car parking, all weather pitch including floodlights and sports areas, and other ancillary facilities.
Drawing Nos:	FS0425-SRA-XX-ZZ-DR-A-00000 L01, 00200 L01, 00201 L01, TB-GF-GA-A-20100 L01, TB-01-GA-A-20101 L01, 02-GA-A-20102 L01, 03-GA-A-20103 L01, RF-GA-A-20104 L01, SP-GF-GA-A-20100 L01, -01-GA-A-20101 L02, RF-GA-A-20102 L02, EL-A-20200 L01, EL-A-20201 L01, 20202 L01, 20203 L01, 20204 L01, 20205 L01, SE-A-20300 L01, 20400 L01, 20401 L01, 20402 L01, 20403 L01, TB-00-DE-A-21622 P02, ZZ-DE-A-21608 P1, PLI-MP-XX-DR-L-90201 L03.
Applicant:	Wates Construction Limited
Agent:	Alan Gunne-Jones of Planning & Development Associates Ltd
Case Officer:	Barry Valentine

- 1.1 This application is being reported to committee as 18 objections above the threshold in the Committee Consideration Criteria have been received and because the Ward Councillor (Cllr Maria Gatland) made representations in accordance with the Committee Considerations Criteria and requested committee consideration.

2 BACKGROUND

- 2.1 This scheme was presented to committee as part of the pre-application process on 22nd February 2018. The following comments were raised by the committee during those presentations:

Design

- Positively welcomed the design and interest of the layout of the school and noted the intention of the landscape design which included an amphitheatre to help create a better environment.

- Should include views of the school from the road side and the park (longer distance views) to give an indication of its relationship to the wider setting. The school view from the hedge was acknowledged.
- A good understanding of the various site levels and the extent to which the scheme responds positively to the level changes.
- Welcomed the sports academy – and encouraged the full range of sports (including cricket).
- Ensure scheme deals with any nature conservation impacts – especially close to nearby woodland.

Community use of the school outside school hours

- Acknowledged the space (indoor and outdoor) should be maximised for “out of school hours” activities which would need to be properly determined and controlled through a community use protocol.

Pedestrian/Highway Safety

- High number of pupils attending nearby schools already use trams and other transport modes and the Committee queried the capacity of the trams and buses to accommodate further trips.
- Concern over road traffic speed on Coombe Road which is considered busy and dangerous with the need for mitigation (signage and other speed calming measures) – especially as cars move east to west.
- Careful thought needs to be given to pedestrian crossing arrangements on Coombe Road – striking an appropriate balance between pedestrian safety and the free flow of traffic.
- Need for formalised controlled crossing to ensure pedestrian safety – needs to be properly audited and carefully located on Coombe Road.
- Greater efforts needed to encourage cycling to and from the school (pupils as well as staff) especially as it is proposed to be a Sports Academy. Should be more ambitious to reduce reliance on the car and encourage more sustainable modes of transport - travel plan needs to be ambitious.
- Should address a proactive plan to encourage more walking and cycling. Cycling infrastructure was considered necessary to encourage the sport focused school; which should include Transport for London’s cycle guideline on cycle lanes.
- Need to consider separation of pedestrian and cycle lanes – possibly on the opposite side of Coombe Road (Lloyd Park).
- Vehicle visibility is important at the main vehicle entrances with the desire to retain important trees.
- Careful consideration required around arrangements for service vehicles.

On Site and On-Street Car Parking

- There was a difference of opinion about the most appropriate level of onsite car parking provision with some Members accepting relatively high levels on the basis that it would limit and mitigate on street car parking and pupil drop in neighbouring residential streets (which have limited car parking capacity). The alternative view was that the high level of on-site car parking would encourage unsustainable car trips and would do little to encourage more sustainable trips (including walking and cycling) to and from school by pupils and members of staff.
- On site drop off was welcomed to avoid indiscriminate drop off in Melville Road and Coombe Road – although there was an alternative view that large areas set aside for pupil drop off might be counter-productive, in view of the need to encourage sustainable travel to and from school.

Neighbour Impacts

- Need for the school to respect the amenities of neighbours (mitigate noise breakout through design of amenity areas and density of planting).

(OFFICER COMMENT: The points raised above are addressed in the main body of this report).

2.2 The scheme was presented to the Place Review Panel on the 18th January 2018. The PRP considered the scheme to be a well resolved response to the brief and site, the product of which is an excellent proposal for a school. In addition in summary they stated:

- The layout of the school is successful and works well to create a relationship between the inside and out. The sports hall needed to be made more prominent.
- Raised concerns about the practicality of pupils cycling to the school and new road entrance visibility from Coombe Road. The car park should also be designed to allow future expansion, with a green buffer needed between the car park and road.
- Façade of the hall presents a highly composed elevation to the front. More openings should be added.
- Welcomed the use of metal standing seam but its detailing is important. They did not support the use of render. The roof should be well designed.
- Community should be consulted, in particular in regards to traffic impact and community use.

3.0 SUMMARY OF KEY REASONS FOR RECOMMENDATION

3.1 The site has been designated for use as a Secondary School with the retention of playing pitches under the Croydon Local Plan (2018). The development is

important in addressing the borough's deficit in school places that is forecast to start to occur from 2019, and this represents a significant public benefit.

- 3.2 The development would result in a net reduction of playing field area. However, this loss in officer's view is offset by increasing the range of sports capable of being played on the site, by making improvements in the quality of sport provision, increasing participation in sport and recreation, and ensuring that these benefits are spread to the widest range of the local population as possible. This would be secured through a community use plan.
- 3.3 The development would create a high quality well designed school that would complement the existing context. The scheme provides substantial public benefits, which would comfortably outweigh the less than substantial harm identified to heritage assets.
- 3.4 The development would not have a significant impact on amenities of neighbouring properties. Conditions are recommended to ensure that the impact of the development is appropriately mitigated and controlled.
- 3.5 The development provides an appropriate level of on-site car parking and drop off/pick up facilities, such that the scheme would promote sustainable modes of transport, without having an unacceptable impact on parking stress in neighbouring streets. Improvements are proposed to the cycling network including the provision of a Toucan crossing. A number of highway works are proposed which ensure pupil safety, but which would not have an unacceptable impact on highway capacity and traffic flow.
- 3.6 The impact on trees is appropriate given the importance of the development and the public benefits it provides. Replacement tree planting to mitigate any loss is recommended to be secured by conditions and legal agreement. The development would not have a significant impact on biodiversity, would not cause harm to protected flora and fauna, or the designated Site of Nature Conservation Importance.
- 3.7 The development would be sustainable, meeting the 35% CO2 reduction target and aims to achieve a BREAAAM Excellent rating. The development would not have an unacceptable impact on air quality or have an adverse impact on flooding.
- 3.8 The proposed highway works on the green belt and associated removal of trees are considered to be appropriate development as defined in the NPPF (2018). The works would preserve openness and do not conflict with the purposes of including land within the Green Belt.

4.0 RECOMMENDATION

4.1 That the Planning Committee resolve to GRANT planning permission subject to:

- A) Any direction by London Mayor pursuant to The Mayor of London Order.
- B) Any direction by the Secretary of State pursuant to the Consultation Direction.
- C) The prior completion of a legal agreement to secure the following planning obligations:
 - a) Highway Works and entering into S278 Agreement to cover all associated costs. Highway Safety Audits stage 1 to 4 to be carried out.
 - b) Tram Safety Works.
 - c) Street Tree Removal and Replacement.
 - d) Travel Plan and monitoring.
 - e) Air Quality Contribution.
 - f) Local Employment and Training Strategy and Contribution.
 - g) Financial contribution to feasibility study linking the future Lloyd Park cycle network to the application site.
 - h) Financial contribution £10,000 to fund new bus shelter on Croham Road.
 - i) Provision of off-site sports facilities – Junior Cricket Pitch.
 - j) Carbon offset payment.
 - k) Monitoring fees.
 - 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. Built in Accordance with Plans.
2. 3 Year Commencement of Development.
3. Demolition and Construction Method Statements and Construction Logistics.
4. Sustainable Urban Drainage Scheme.
5. Green Infrastructure Works to Northern Boundary (Air Quality).
6. Materials.
7. Design/Bay Section.
8. Detailed Drawings (balustrades, boundary treatments, flood lighting, school entrances and fencing to artificial pitch).
9. Render Maintenance.
10. Secure by Design.
11. Cycle Parking.
12. CO2 emissions – 35% Reduction.

13. BREEAM Excellent.
14. Compliance with Noise Assessment.
15. Noise Assessment to be carried out for bin store.
16. Delivery and Servicing Plan.
17. Compliance with Air Quality Assessment.
18. Internal Noise Levels.
19. Amplified Sound.
20. Community Use Agreement.
21. Design of Sport Hall.
22. Design of Artificial Pitch.
23. Artificial Pitch Standard.
24. Grass Pitch Standard.
25. Establishment of Cricket Square.
26. Management and Maintenance of Pitches.
27. Hours of Use for Community Facilities.
28. Hours of Floodlights/Service Yards Lights.
29. Air Handling Units.
30. Mechanical Ventilation and Odour.
31. Boiler/Flues impact on Air Quality.
32. Ecology Survey Report.
33. Electric Vehicle Charging Point.
34. Car Park Management Plan.
35. Undiscovered Land Contamination.
36. Ground Drainage.
37. Piling Works.
38. Thames Water Infrastructure Phasing Plan.
39. Removal of permitted development rights.
40. Restriction on Use to D1
41. Provision of New Trees.
42. Landscaping and Landscaping Privacy Measures.
43. Details of Hard Court Including Floodlights.
44. Any other planning condition (s) considered necessary by the Director of Planning and Strategic Transport.

Informatives

- 1) Removal of site notices.
 - 2) CIL liability.
 - 3) Construction site code of conduct.
 - 4) Subject to S106.
 - 5) Thames Water informative.
 - 6) Land contamination watching brief informative.
 - 7) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport.
- 4.4 That the Planning Committee confirms that it has paid special attention to the desirability of preserving setting of surrounding listed buildings and features of special architectural and historic interest as required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 4.5 That the Planning Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.
- 4.6 That, if by 27th January 2019 the legal agreement has not been completed, the Director of Planning and Strategic Transport is delegated authority to refuse planning permission.

5.0 PROPOSAL AND LOCATION DETAILS

Proposal

- 5.1 Planning permission is sought for the change of use from playing fields (D2) to eight form secondary school (D1) for 1,680 pupils (1,200 pupils aged 11 to 16 and 480 pupil 6th form), erection of two/three storey school building with separate two storey sports hall building, hard and soft landscaping, car parking, all weather pitch and sports areas, and other ancillary facilities.
- 5.2 It is intended for the school to gradually expand following the opening of temporary facilities at the start of September 2018 (17/05830/FUL), and be fully occupied by 2027 as follows:

Year	Year 7 Intake	Six Form Intake	Total Pupil no.
2018	180		180
2019	180		360
2020	180	150	690
2021	240	150	1080
2022	240		1350
2023	240	180	1440
2024	240	180	1500
2025	240	180	1560
2026	240	240	1620
2027	240	240	1680

- 5.3 By the time the school is fully occupied it is expected to have 150 staff including part time workers. This equate to 130 FTE staff.
- 5.4 It is intended for construction of the permanent school to start in autumn/winter this year. By September 2019 it is intended that the sports hall block be completed so that the school can move into it for teaching. It is hoped that the school would be fully completed by spring 2020.
- 5.5 There would be 96 car parking bays, six of which are designed for disabled drivers. In addition, four enlarged parking bays for mini buses, two coach parking bays and a layby for set down and pick up by car, mini bus and coach would be provided. The layby would have the capacity for up to eight cars.

Site and Surroundings

- 5.6 The application site is a 10.57 hectare area of land located at the junction of Coombe Road (A212) and Melville Avenue. The site consists of a dilapidated and boarded up changing room pavilion, playing fields, access road and small gravel and concrete car park. At the time of the site visit, four football pitches were marked out. Access to the car park is from the northern end of Melville Avenue and there is a pedestrian entrance at the junction of Coombe Road and Melville Avenue. There are a significant number of trees within the site and a significant change of land levels, with the land rising to the south and east.



Image 1- Site Location Plan

- 5.7 The site is bound to the north by Coombe Road, to the west by Melville Avenue, to the south by Coombe Wood and residential dwellings, and to the east by nos.100/102 Coombe Road and the Grade II listed Coombe Lodge. The surrounding area comprises a mix of residential, woodland and green open space.



Image 2 – Ariel Photo of Site and Surroundings

- 5.8 The site was previously part of the Green Belt, but was de-designated on the 27th February 2018 as part of the formal adoption of the Croydon Local Plan 2018. The site is still surrounded to the north, east and south west by land designated as Green Belt.
- 5.9 The site is not in a conservation area and does not contain any listed buildings. There are no conservation areas within the vicinity of the site whose setting would be impacted by the development. The site is in close vicinity to the following listed buildings/structures whose setting could be impacted by the development: Coombe Lodge (grade II), Lodge to Coombe House (St Margaret's School) (Grade II) and Coombe House (St Margaret's School) (Grade II). The site is adjacent to the following locally listed historic park and gardens: Geoffrey Harris House/Coombe House, Lloyd Park and Royal Russell School.
- 5.10 The site is located within Flood Risk Zone 1, as defined by the Environment Agency. The site is modelled as being at risk from surface water flooding on a 1 in 100 year basis. The site is located within an Archaeological Priority Zone. The southernmost part of the site is located in a Site of Nature Conservation Importance.
- 5.11 Due to the size of the site, the Public Transport Accessibility Level (PTAL) varies between 2 (poor) and 0 (worst). The entrance to the site has a PTAL rating of 1b (very poor). Despite the poor PTAL rating, the site is within a short walk of Lloyd Park Tram Stop, and a reasonable walking distance from two bus service routes on Croham Road.

Relevant Planning History

- 5.14 Planning permission reference 17/05830/FUL was granted on the 12/04/2018 for the 'Change of use of the site from playing fields (D2) to temporary secondary school (D1) until September 2019 for 180 pupils, with associated erection of a temporary two storey school building, car parking, cycle store, bin store, fencing, soft and hard landscaping'. This planning permission has been implemented.
- 5.15 An Environmental Screening Opinion reference 18/00389/ENVS was issued on 12/02/2018 concluding that the new school development did not have the potential for significant environmental impact, so an Environmental Impact Assessment was not required.

6.0 CONSULTATION RESPONSE

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

The following were consulted regarding the application:

6.2 Greater London Authority (Statutory Consultee)

The stage one response made the following comments:

Principle

The evidenced educational need, enhancements to the retained playing fields (including community use agreement that must be secured through S106) and site designations adequately justify and off-set the net reduction to the existing playing fields.

Biodiversity

The applicant's environmental statement identifies that the existing site provides a suitable habitats for bats, badgers and nesting birds. Any impact to protected species must be fully mitigated, as outlined in the environmental statement. The applicant should investigate the feasibility of these measures.

(OFFICER COMMENT: The applicant has confirmed the recommendations set out in the environmental statement are feasible. These mitigation measures are recommended to be secured through condition)

Urban Design

The block will range between 2/3 storeys in height which responds positively to the low density and low rise surrounds. The scale minimises the impact of the development in linear views, which is supported. The layout of the scheme concentrates the development to the northern portion of the site fronting Coombe

Road (as per the existing arrangement) which provides natural screening to the playing fields which form the rear of the plot.

The built form of the proposal is contemporary and finished in high quality materials which provide a well-designed scheme. The Council must secure key details of facing materials, rooflines and any glazing. The overall height, massing, layout and elevational treatments of the scheme are broadly acceptable in strategic design terms. Having regard to the submitted plans and visualisations, and the characteristics of the wider area and urban setting, the proposals are in accordance with relevant policies.

The proposals have been developed to ensure that the school will be fully accessible at ground floor level. This is supported.

(OFFICER COMMENT: Materials/details are recommended to be secured via condition).

Sustainable Development

Energy efficiency: A range of passive design features and demand reduction measures are proposed. Air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations. GLA have asked for more information with respect to energy calculations.

Heating and power: The applicant will need to ensure development is designed to allow future connection to a district heating network. Further details on the centralised plant room are required.

Renewable energy: The applicant is proposing to install Photovoltaic (PV) panels and Air Source Heat Pumps that will achieve a 54 tonne reduction (27%) reduction in Carbon Dioxide emission, which is welcomed.

(OFFICER COMMENT: The technical details requested by GLA have been provided, and officers are awaiting confirmation from the GLA that they are acceptable. The minor issues raised would be expected to be fully resolved to the satisfaction of the GLA prior to the issuing of stage 2 referral).

Transport

The additional demand for travel in the morning peak, related to the proposed school would be placed on two tram services, which are already over planned capacity. To ease congestion on the tram network, it is advised that the school should delay the proposed start time by at least 15 minutes to spread the demand from existing schools in the area. Further detail is required regarding measures to prevent pupils crossing the tram lines at informal points in line with the technical note provided to the applicant.

GLA Officers are satisfied that the demand for bus travel can be accommodated on the existing bus network. However, the safety of students waiting for buses on Croham Road is of concern. To ensure the safety of pupils, the applicant should implement measures to address these concerns, including staggered arrival and departure times for pupils.

A number of locations have been identified as sub-standard for cyclists in the vicinity of the site. It is acknowledged that whilst physical improvements have been provided for pedestrians, the proposed package of highway improvements should also provide measures to increase cycle safety.

Car Parking: Electric Vehicle Charging Points (EVCP) should be provided. The provision of car parking should be phased to avoid unnecessary over provision. The applicant must clarify how the pick-up and drop-off bay will be managed through a Car Parking Management Plan.

Cycle Parking: 226 cycle spaces should be delivered by the time the school is fully occupied.

Travel Plan: The submission of a draft school Travel Plan is welcomed and a final travel plan secured through a Section 106 agreement.

Servicing and construction: The detailed construction logistics plan/delivery and servicing plan must be secured by a planning condition and discharged in consultation with TfL and London Trams, prior to commencement.

(OFFICER COMMENT: Additional information and justification has been provided to the GLA that is considered to address their concerns. In regards to the EVCP, these have been provided in accordance with the London Plan. Given the early stage of the adoption of the draft London Plan, it would not be reasonable to require the number of EVCP points requested to be provided. A Car Park Management Plan is recommended to be secured via condition. The cycle parking spaces will be fully provided prior to full occupation and secured via condition. The travel plan is recommended to be secured via legal agreement. Conditions are recommended in regards to CLP and delivery and service plan.)

6.3 Transport for London (Statutory Consultee)

Following the submission of revisions TfL have raised no objection. TfL had originally objected to the proposal on concerns about the impact of an all signalised junction on traffic congestion, which was modelled to have resulted in queues of up to 412m. To address this concern the applicant amended the scheme so that only a single Toucan crossing is proposed on Coombe Road.

TfL have requested that further safety measures are installed at the existing temporary vehicle access point to Lloyd Park that runs over the tram, which is located at Melville Avenue/Coombe Road junction and the provision of a financial contribution to fund the provision of a bus shelter on Croham Road.

(OFFICER COMMENT: Both of the improvements to temporary vehicle access point and new bus shelter are recommended to be secured as part of the legal agreement.)

6.4 Sport England (Statutory Consultee)

Sport England objects; stating the proposal does not meet Sport England's policy, in particular exception 5 which allows support of applications when

"The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field'

They state that they welcome the benefits to sport that will be delivered by this application, but consider that the applicant could go further to ensure that the sport facility delivered will be of greater benefit to school and community sport in the locality, given the impact on this community playing field.

They have indicated that they may reconsider their position if

- 1) Provision is made for floodlit outdoor netball courts
- 2) Mitigation for the loss of the cricket pitches including:
 - Provision of additional non-turf pitch.
 - 8 pitch square should be provided instead of a 6.
 - Shelter for players.
 - Measures to ensure that the square is properly established.
 - Alternative adult pitches to be made available during the construction period.

(OFFICER COMMENT: The loss of playing field area would be offset through increasing the range of sports that are capable of being played on the site, through an improvement in the quality of sport provision and pitches, and by increasing participation in sport and recreation, as well as spreading the associated social and health benefits to the widest range of the local population through a community use plan.

The applicant has sought to address Sport England concerns by agreeing to provide hard courts including floodlights that would be suitable for netball prior to

full occupation. An area has been indicated for these adjacent to the proposed Sports Hall.

In regards to the eight pitch square, to implement this would require the loss of 1 junior football pitch. The difference in net loss between a 6 and 8 pitch square would be 10 games over a cricket season, whereas 1 junior pitch would have a far greater use over a football season. Given this, the applicant's position is considered by officers to be preferable and reasonable.

The applicant is unwilling to provide an additional non turf pitch or additional shelter for players close to the cricket. They have highlighted, as accepted by officers', that cricket was not heavily played at this site, with no cricket team having played at the site in the last three years. Given the low level of previous use, the reasonable level of cricket provision provided is deemed acceptable.

Measures to ensure that the square is properly established are recommended to be secured via condition.

In regards to alternative cricket pitch provision, the applicant has agreed to provide a junior cricket pitch at Park Hill Junior School that is recommended to be secured through the S106. Whilst Sport England do not consider this to be sufficient as it is not a full sized adult pitch, officer's consider the provision to be reasonable given that only informal recreational use is being displaced by the development. This is recommended to be secured via legal agreement.)

6.5 Lead Local Flood Authority (Statutory Consultee)

The LLFA have confirmed that they have no objection to the development subject to conditions being placed on the application.

(OFFICER COMMENT: Recommend to be secured via condition)

6.6 Historic England - Greater London Archaeological Advisory Service

GLAAS have raised no objection. They consider that no further archaeological work is necessary.

6.7 Natural England

Natural England have no comment.

6.8 Environmental Agency

Environmental Agency have no objection subject to conditions. No concentrations of potential contaminants were reported that would represent a significant risk to controlled waters.

(OFFICER COMMENT: Recommended to be secured via condition)

6.9 Metropolitan Police

The Police request conditions to follow the principles and physical security requirements of secure by design.

(OFFICER COMMENT: The applicant has confirmed they have no concerns regarding achieving Secure by Design accreditation and a condition is recommended)

6.10 Thames Water

Thames Water have advised they have no concerns with regard to surface water network infrastructure capacity and foul water sewage network infrastructure capacity. They have requested a condition to ensure that the existing water network infrastructure can accommodate the needs of the development.

(OFFICER COMMENT: A condition is recommended).

7.0 LOCAL REPRESENTATION

7.1 A total of 40 neighbouring properties were notified about the application and invited to comment by the way of letter. The application has been publicised by way of eight site notices displayed in the vicinity of the application site and has been publicised 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: 21 Supporting: 0

7.2 Following the receipt of revisions and further information, re-consultation letters were sent on the 4th September 2019 to neighbouring properties.

7.3 The following Councillor made representations:

Councillor Maria Gatland [objecting] - Application will have a considerable impact on the local environment, in particular the safety of pupils travelling to and from the school, the school travel plan, engineering measures in and around the school, the impact on the end properties in Melville Avenue and the stress on local roads, and the impact on wildlife.

7.4 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

- There is no need for the school to be located here. The need for the school has not been stress tested and there is a positive bias to massage worst case scenarios. Evidence base for a new school is questionable. Should have been located on the Nursery site next to Conduit Lane.
- The inspector failed to sufficiently justify why the site should be designated as a school.
- Croydon already has an oversupply of schools, and no new ones are needed.
- Given the size of the site, the buildings have been too closely located to neighbouring properties. An alternative layout should be considered with Sport's Hall behind the building and the buildings moved further up the hill. Residents requested this during the applicant's public engagement exercise, but these requests appear to have been ignored.
- The close proximity of the buildings to residents will result in loss of privacy, light, view and noise.
- Impact of the development on light pollution.
- That parents will use Melville Avenue for dropping of children, which will increase parking stress, create noise, and pose a pedestrian safety risk. A control parking zone should be set up to prevent people using the currently free car parking spaces.
- Melville Avenue will become dangerously congested.
- The drawings are inconsistent on what side of the Coombe Road would be widened.
- Concern over the building standard of the school.
- The car park is too large and would encourage car use, which in turn would increase pollution, noise and congestion.
- Car park area is too small.
- School should be reduced in size to reduce impact on environment and local residents.
- Close proximity of bin store/service yard to houses. Impact that this has on noise, smell and increase in vermin.
- Concern over terrorist attack.
- Geology survey is needed to ensure there is no sink holes. Development could cause structural instability to neighbouring properties.
- Concern over flood risk in terms of surface water run-off.
- Vehicles leaving and entering the service yards should only access/leave the site via Coombe Road.
- Air pollution is not being dealt with properly.

- With the extra 652 students due to arrive by Tram it is not clear whether the existing infrastructure can cope with the additional passengers.
- Insufficient cycling provision.
- The 1.8m high timber fence adjacent to the service yard will cause harm to neighbouring living conditions.
- Cars/vans waiting to enter the service yard will cause noise and emission pollution.
- Food waste only collected twice a week, which is not frequent enough.
- Concerns over the impact of open and other event days.
- Car park design does not include drop off, or spaces for large coaches.
- Not enough visitor car parking.
- A number of visually prominent trees will be lost. Their loss will result in increase in noise transmission, increase in air pollution and loss of habitat for fauna on the site.
- Impact of the development on bats, badgers, deer, woodpeckers, owls, common birds and foxes.
- Sport hall is too small, and provides little community offering.
- Public right of way should be maintained.
- Concern about initial 11 week construction phase being through Melville Avenue entrance.
- Impact of development during construction in terms of noise, dust and vibration.
- Noise at the neighbouring properties' boundaries should not exceed 70db during construction, as 75db is only applicable in 'urban areas near main roads in heavy industrial areas'.
- Concern over the haulage routes in phases 2 and 3 of the construction which is routed close to the back gardens of the adjoining houses.
- No environmental impact assessment was submitted.
- Revision do not deal with neighbour's concerns over the proposed location of the school relative to Melville Avenue.
- The one way installed as part of the temporary school should be retained to ensure pupil safe. Stops rat run drivers coming down Melville Avenue.
- Pedestrian gate onto Melville Avenue should be closed and pupils should be forced to use Toucan crossing.
- A car fining system should be introduced on Melville Avenue during pick up/drop off.

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

- Archbishop Tenison should have been invited to build on the site. This school deserves to grow. (OFFICER COMMENT: This is not within the Council's or planning legislation control.)

7.6 The following procedural issues were raised in representations, and are addressed below:

- The site address was incorrect when the temporary application was submitted (OFFICER COMMENT: This relates to the temporary school and letters, site notices and press notices were sent out with the correct address. This in no way impacts on the current permanent school application.).

8.0 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 London Plan and the Croydon Local Plan 2018.

8.2 Government guidance is contained in the National Planning Policy Framework (NPPF (2018)), revised in July 2018. The NPPF (2018) 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.

8.3 The main policy considerations from the London Plan 2016 raised by the application that the Committee are required to consider are:

Policy 1.1 Delivering the Strategic Vision and Objectives for London.

Policy 2.18 Green Infrastructure: The Multi-Functional Network of Green and Open Spaces.

Policy 3.1 Ensuring Equal Life Chances for All.

Policy 3.2 Improving Health and Addressing Health Inequalities

Policy 3.6 Children and Young People's Play and Informal Recreation Facilities.

Policy 3.16 Protection and Enhancement of Social Infrastructure.

Policy 3.17 Health and Social Care Facilities

Policy 3.18 Education Facilities

Policy 3.19 Sports Facilities

Policy 4.6 Support for and Enhancement of Arts, Culture, Sport and Entertainment

Policy 5.1 Climate Change Mitigation

Policy 5.2 Minimising Carbon Dioxide Emissions

Policy 5.3 Sustainable Design and Construction

Policy 5.7 Renewable Energy

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 6.1 Strategic Approach
Policy 6.3 Assessing Effects of Development on Transport Capacity
Policy 6.9 Cycling
Policy 6.11 Smoothing Traffic Flow and Tackling Congestion
Policy 6.12 Road Network Capacity
Policy 6.13 Parking
Policy 7.2 An Inclusive Environment
Policy 7.3 Designing Out Crime
Policy 7.4 Local Character
Policy 7.6 Architecture
Policy 7.8 Heritage Assets and Archaeology
Policy 7.14 Improving Air Quality
Policy 7.15 Reducing and Managing Noise
Policy 7.16 Green Belt
Policy 7.19 Biodiversity and Access to Nature
Policy 7.21 Trees and Woodlands
Policy 8.2 Planning Obligations
Policy 8.4 Community Infrastructure Levy.

- 8.4 There is a new draft London Plan that is currently out for public consultation which expires on the 2nd March 2018. The GLA current program is to have the examination in public of the Draft London Plan in Autumn 2018, with the final London Plan published in Autumn of 2019. The current 2016 consolidation Plan is still the adopted Development Plan. However the Draft London Plan is a material consideration in planning decisions and will gain more weight as it moves through the process to adoption. At present the plan in general is considered to carry minimal weight.

Draft Policy GG1 Building Strong and Inclusive Communities
Draft Policy GG6 Increasing Efficiency and Resilience
Draft Policy D1 London's Form and Characteristics
Draft Policy D2 Delivering Good Design
Draft Policy D3 Inclusive Design
Draft Policy D10 Safety, Security and Resilience to Emergency
Draft Policy D11 Fire Safety
Draft Policy D12 Agent of Change
Draft Policy D13 Noise
Draft Policy S1 Developing London's Social Infrastructure
Draft Policy S3 Education and Childcare Facilities
Draft Policy S5 Sports and Recreation Facilities

Draft Policy S6 Public Toilets
Draft Policy E11 Skills and Opportunities for All
Draft Policy G6 Biodiversity and Access to Nature
Draft Policy G7 Trees and Woodlands
Draft Policy SI1 Improving Air Quality
Draft Policy SI2 Minimising Greenhouse Gas Emissions
Draft Policy SI3 Energy Infrastructure
Draft Policy SI5 Water Infrastructure
Draft Policy SI7 Reducing Waste and Supporting the Circular Economy
Draft Policy SI12 Flood Risk Management
Draft Policy SI13 Sustainable Drainage
Draft Policy T1 Strategic Approach to Transport
Draft Policy T2 Healthy Streets
Draft Policy T3 Transport Capacity, Connectivity and Safeguarding
Draft Policy T4 Assessing and mitigating transport impacts
Draft Policy T5 Cycling
Draft Policy T6 Car Parking
Draft Policy T6.5 Non-residential Disabled Persons Parking
Draft Policy T9 Funding Transport Infrastructure through Planning

8.5 Relevant Mayor of London Supplementary Planning Guidance

Social Infrastructure SPG
Accessible London: Achieving an Inclusive Environment SPG
Shaping Neighbourhoods: Character and Context SPG
Shaping Neighbourhoods: Play and Informal Recreation SPG
Sustainable Design and Construction SPG
Planning for Equality and Diversity in London SPG

8.6 Croydon Local Plan 2018

The main policy considerations from the Croydon Local Plan 2018 raised by the application that the Committee are required to consider are:

SP1.1 Sustainable development
SP1.2 Place making
SP1.3 and SP1.4 Growth
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

- DM19 Providing and protecting 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 Community
 - DM29 Promoting sustainable travel and reducing congestion
 - DM30 Car and cycle parking in new development
- Places of Croydon
 - DM46 South Croydon, Table 11.14, Site allocation 662

8.7 Relevant Supplementary Planning Guidance

SPG Note 12 – Landscape Design

9.0 MATERIAL PLANNING CONSIDERATIONS

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

- a) Principle of Development/Land Use.
- b) Townscape and Visual Impact.
- c) Impact on Heritage Assets.
- d) Impact on Neighbouring Properties Living Conditions.
- e) Impact on Highway, Parking, Transport Network and Pedestrian Safety.
- f) Trees and Biodiversity.
- g) Flooding, Sustainability and Environment.
- h) Health.
- i) Equality.
- j) Other Planning Matters.

Principle of Development/Land Use

Metropolitan Green Belt

9.2 The application site is no longer located within the Green Belt. The site was removed from the Green Belt as part of the adoption of Croydon Local Plan (2018).

9.3 However, a number of highway works and tree removals are proposed that are located in the Green Belt. These works are not considered to be inappropriate

development as per paragraph 146 of the NPPF (2018). This is because they are considered to fall within the definition of “*local transport infrastructure which can demonstrate a requirement for a Green Belt location*”. There is an identified need for the school as outlined below, and for that school to safeguard pupil safety. The highway works are an essential part of this, and therefore there is a clear need for these highway works within this part of the Green Belt. The works would preserve openness, and do not conflict with the purposes of including land within the Green Belt.

Positive Weight to Schools

- 9.4 Paragraph 94 of the NPPF (2018) states that great weight should be given to the need to create, expand or alter schools, and that Local Planning Authorities should take a proactive, positive and collaborative approach to ensure there is sufficient choice of school places, that will widen choice. Policy 3.18 of the London Plan (2016) states education and skills provision will be supported, including new build to change of use to education purposes. The policy states proposals which address the projected shortage of secondary school places will be particularly encouraged. Policy SP5 of Croydon Local Plan (2018) is supportive of investment to new schools and the expansion and improvement of existing schools. Croydon Local Plan (2018) has allocated the site (no.662) as ‘secondary school with retention of playing pitches’.

Ensuring Sufficient Secondary School Places

- 9.5 There is an urgent need to increase primary and secondary school capacity in Croydon to meet the rising population. Croydon as of 2011 is the largest borough in London in terms of population and is expected to grow by further 30,000 people by 2031. The Council has a statutory duty to ensure that there are sufficient school places to meet demand. In addition to this, a 5 to 8% surplus in school places is required in order to ensure that the Council are able to offer a place to every child who moved into the borough outside of the normal points of admission. The 2016 School Capacity Survey forecasts that in 2018 there would be a surplus of just 71 places, which amounts to just 2%. A deficit in school places is forecast to start to occur from 2019/20. The scheme would play a fundamental role in addressing this deficit and represents a significant public benefit.

Sports Pitches

- 9.6 Paragraph 97 of the NPPF (2018) states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- (a) an assessment has been undertaken which has clearly shown the open space, building or land to be surplus to requirements; or

- (b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- (c) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss of the current or former use.

9.7 Also of relevance is London Plan Policies 3.19 and 7.13 and Croydon Local Plan (2018) policy SP7.3 (d).

9.8 The building of a school would result in a net reduction of playing field area, and it is largely on this basis Sport England have objected. However, in officer's view the loss would be offset through increasing the range of sports that are capable of being played through an improvement in the quality of sport provision and pitches on the site, and by increasing participation in sport and recreation, as well as spreading the associated social and health benefits to the widest range of the local population as reasonable through a community use plan.

9.9 A draft community use plan has been submitted. Whilst the final community use plan would be secured through condition, it is a clear indication of the range of sport and community offering the development would provide, and contains a commitment to fair pricing. The facilities would be made available before and after school, during school holidays and at weekends and on bank holidays. Facilities that are proposed to be made available for community use include:

- Full size 3G floodlit playing surface.
- Grass football pitches.
- Enhanced semi sprung floor sports hall and changing rooms.
- Main Hall Gymnasium.
- Two Activity Studios.
- Hard courts including netball.

Townscape and Visual Impact

9.10 The school is appropriately located at the northern end of the site, with the buildings running parallel to the Coombe Road. This location maximises the benefits of the site by ensuring the building has a strong civic presence to the street, maximises green open space and playing pitch provision behind, and ensuring that the school's entrance is in close proximity to the street and public transport links. At the same time, the most intensely used noise and light generating areas, such as the artificial pitch, are located furthest away from neighbouring properties in Melville Avenue. At the same time good separation distances would be maintained between the proposed buildings and neighbouring properties' boundaries and windows, ensuring the development has a neighbourly relationship.

9.11 The development cleverly responds to the slope of the land, being a very modest three storeys in height at the western end, before decreasing to a two storey height as the land slopes up. The winged form of the building allows the façade to run parallel to Coombe Lane, which helps ensure that building would have a strong civic presence, whilst simultaneously breaking up the massing when viewed from the rear and sides. The variation in sizing of the wings, with smaller wing of the building being closest to properties in Melville Avenue helps alleviate the massing away from residential properties and into the less sensitive larger central areas. The ‘finger’ approach also allows light into the center of the building and would provide views outs into the pleasant surroundings of the school for pupils, staff and visitors.



Image 3 – CGI of development in Ariel View

9.12 The volume of the building has been appropriately articulated, which helps to create interest and break it up, whilst also giving the site legibility. The metal standing seam projecting corner and picture box projecting windows are central to giving the school a strong contemporary identity. The metal standing seam is used to highlight the extra special parts of the school like the performance hall, sports hall, main entrances and art rooms. The sports hall entrance is articulated with a double height splay giving it a pronounced and legible entrance.

9.13 Glass curtain walling would help to create views through the building, maximising light into the central circulation areas and views out into the landscaped courtyard areas. Grey brick features strongly on the main façade, giving robustness to the design whilst also helping to create an appropriate contextual modern appearance. Render is proposed on the non-street facing courtyard elevations,

a material choice that was questioned by the PRP, committee members and officers at pre application stage. Whilst this view is still held by officers, it is accepted that this material is only located on the less visible parts, and the use of this material does not fundamentally erode the overall quality of the design.



Image 4 – CGI of the scheme

9.14 The development is accompanied by a high quality landscaping scheme that includes extensive tree planting. The landscape design features many points of interest, such as the amphitheatre and courtyard terraces, that help to create fun and engaging environment for pupils. The landscaping has also been designed to naturally restrict use of certain more sensitive parts of the site to the benefit of the environment and neighbouring properties living conditions.



Image 5 – Proposed Landscaping Plan



Image 6 – CGI of Internal Courtyards/Amphitheatre

9.15 The development has a clear and rational layout of uses with various departments located within the wings of the building. The development has been designed with the community use in mind, with publically accessible areas being able to be secured separately from the rest of the school. The school has been designed to be a fully inclusive and accessible building throughout.



Image 7 - Proposed First Floor Plan for Teaching Block

9.16 The applicant has been in discussions with the Metropolitan Police to ensure that the building is safe and secure, and opment would achieve secure by design accreditation. This is recommended to be secured via condition.

Impact on Heritage Assets

9.17 Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 requires Local Planning Authorities to have special regard in the granting of planning permission to the desirability of preserving listed building(s) or its setting or any features of special architectural or historic interest which it possesses.

9.18 The NPPF (2018) requires a great weight to be placed on the protection of heritage assets. A pragmatic approach is advocated at national level by the NPPF (2018), between balancing the need and benefits of development and the protection of heritage assets.

9.19 The applicant has submitted a 'Historic Environment Desk Based Assessment' which considers all of the surrounding heritage assets, including archaeological remains, and assesses the direct and indirect impact on them and their setting.

9.20 The site is located close to the grade II listed Coombe Lodge, and the Coombe Estate (Lodge, House and Ice House all listed separately at grade II). Lloyd Park previously formed part of the Coombe Estate and is locally listed. The site itself appears from historic mapping to have formed agricultural land, likely associated with the Coombe Lodge Estate.

9.21 The openness of the site is significant in distinguishing the historic estates of Coombe (and their associated surviving heritage assets) from surrounding suburban development, and provide an understanding of the historic setting of Coombe Lodge. The provision of a school would erode some of the open, green character of the site. Coombe Lodge is visible from the site, but views are extremely limited and the main frontage does not orientate towards the site. The proposal has been designed to allow a substantial proportion of open space to be retained; elements such as boundary treatments and landscaping have also be designed to further enhance the green and open character. The proposal would have some harm, but less than substantial harm, on the setting of the designated and locally designated heritage assets.

9.22 Paragraph 196 of the NPPF (2018) advises that where a development leads to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. This paragraph should be read in the context of Paragraph 193 of the NPPF (2018) which states 'When considering the impact of a proposed development on the

significance of a designated heritage asset, great weight should be given to the asset's conservation.'

9.23 The proposed development provides substantial public benefits, which would comfortably outweigh the less than substantial harm identified to both nationally and locally designated heritage assets, even when great weight is applied to ensuring the asset's conservation and statutory requirements set out in Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990.

9.24 The site is located within an Archaeological Priority Zone. GLAAS have reviewed the submission and require no further archaeological work or conditions.

Impact on Neighbouring Properties Living Conditions

Light and Outlook

9.25 The proposed development would not have a significant impact on neighbouring properties' living conditions in terms of daylight and sunlight. The closest neighbouring property, both in terms of windows and boundary proximity, to the school building is no.22 Melville Avenue. This property's boundary is 22m away from the flank wall of the proposed school, with the windows to this property estimated as being a further 12m away (34m in total). The generous separation distances combined with the modest three storey height would be sufficient to prevent the development from having a significant impact on the sunlight and daylight of this property, or its garden area. Given these separation distances the development would comply with BRE daylight and sunlight standards.

9.26 The proposed development would not cause, in planning terms, an unacceptable loss of outlook, or increase in sense of enclosure, due to aforementioned separation distances. There would be an impact on their view, but there is no right to a view within planning legislation. The applicant has sought to mitigate the impact with a proposed hedgerow and multi-layered woodland style planting, as well as three new trees, to help further strengthen existing planting in this location.

Privacy

9.27 A 18m to 21m minimum separation distance between directly facing habitable room windows is a useful yardstick for protecting neighbouring properties' privacy. The proposed separation distance at 34m and over, is well in excess of this commonly accepted standard, and indicates that windows within the development would not cause unacceptable loss of privacy.

9.28 Intensification of the use has potential to increase frequency that overlooking from the playing fields would occur into neighbouring properties. The applicant has taken appropriate steps to manage and mitigate this. The most intensely

used parts, i.e. playground, amphitheatre seating areas, sports hall and main pitches, car park areas as well as the school and main hall entrance, are all located a significant distance away from residential properties that surround the edge of the site. Planting would be used to deter pupils or members of public walking up to properties rear boundaries.

Noise Disturbance

- 9.29 The main sources of noise are presently caused from traffic movements along Coombe Road and from use of the sport fields. The intensification of use of the site has the potential, if not appropriately managed and mitigated, to cause harm to the living conditions of neighbouring properties.
- 9.30 The proposed school classes would start at 8:40am, with the breakfast club and before school study/coaching proposed to start at 7:30am. It is hoped that 50% of pupils would be on site before 8am. At the end of the day one third of the pupils would be expected to depart at final curriculum lesson at 15:10, a further third at 16:00 at the conclusion of extracurricular target study groups, with the final third departing at 17:00 following conclusion of extracurricular sports coaching. The majority of the activity associated with the school would be during the less sensitive weekday hours, and as such would not cause unacceptable harm to neighbouring properties' living conditions. The main noise generating activities i.e. play areas, sports hall and main pitches and main car park area are located significant distance away from neighbouring properties, helping to further mitigate their impact. Conditions are recommended to prevent amplified music and speech from causing nuisance to neighbouring properties
- 9.31 In regards to the community use hours, it is necessary to maximise the potential of the site to offset the loss of playing field area, but in a way that would not unduly impact neighbouring amenity. The design and location of the buildings helps in part to ensure this. The main noise generating sport uses are located a significant distance away from residential properties, particularly those in Melville Avenue. The entrance to the school and sports facilities is on Coombe Road, where the background noise from vehicle movements would naturally mask any comings and goings. There is sufficient car parking on-site that would prevent the need to use quieter residential roads such as Melville Avenue, which would help to contain any noise. Activities that take place internally would not cause disturbance to neighbouring properties due to modern building standards.
- 9.32 There is a concern that use of the external areas, including artificial pitches, at more sensitive early morning/late night hours, both during the week and weekend, when background noise is lower, could unduly impact neighbouring properties' living conditions. As such the following hours of operation are to be secured via condition.

Use of Internal Facilities

6:30 am to 10pm Monday to Friday

8am to 8pm Saturday/Sunday and Public Holidays

Use of External Area & Facilities Including Artificial Pitches

8am to 9pm Monday to Friday

9am to 8pm Saturday/Sunday and Public Holidays

9.33 The submitted delivery and servicing plan outlines that the majority of the deliveries would be during the day, with the exception of the food delivery which is at 7am. The timing of this delivery, given the nature of the use, is considered to be reasonable.

9.34 Conditions are recommended to ensure that any plant and machinery would not adversely impact neighbouring residential properties in terms of noise, vibrations and odours.

Light Pollution

9.35 The proposed lighting scheme indicates there would be some low level lightspill (up to 3 lux) into neighbouring properties gardens. The applicant has confirmed that the floodlight serving the football pitch and lighting from the service yard, which are the main sources of this lightspill, would not be turned on outside of school/community use hours, so would not unduly harm the living conditions of neighbouring properties. A condition to secure this as well as to ensure the development operates in accordance with best practice guidance is recommended.

Impact on Highway, Parking, Transport Network and Pedestrian Safety.

Location /Catchment

9.36 The applicant has estimated the likely catchment area of the school by basing it on the postcode data for families that have expressed an interest in sending their children to this school, along with the location of two feeder schools (Park Hill Junior School and St Peter's Primary School). It is estimated that 85% of families that would attend the school would live within postcode areas CR0 and CR2. The proposed school is well sited to maximise on the potential of this catchment area, as it is on the boundary and centre of these two postcode areas. This ensures that a significant percentage of pupils would be within walking and cycling distance. The site benefits from being close to the tram and bus routes which stop on Croham Road. Despite the site's poor PTAL rating, the location of the school in terms of likely catchment area relative to public transport is good.

Trip Generation

9.37 The applicant has estimated the likely level of trips based on pupil/staff numbers by using data from the two feeder schools, as well as four Croydon secondary schools. Quest Academy is considered the most appropriate comparison, having similar accessibility conditions, onsite parking for staff/visitors, as well as providing leisure facilities to the local community.

Mode	Baseline Pupil Mode Share	Target Pupil Mode Share	Target Pupil Trip Generation
<i>Walk</i>	15.8%	17.8%	299
<i>Cycle</i>	0.2%	2%	34
<i>Car (inc Car Share)</i>	11.8%	8%	134
<i>Bus</i>	31.61%	31.61%	531
<i>Tram</i>	38.79%	38.79%	652
<i>Train</i>	1.8%	1.8%	39
<i>Total</i>	100%	100%	1680

9.38 In terms of staff, the level of trips has been forecasted through the use of 2011 Ward Census data. The modal split for staff is predicted to be as follows:

Mode	Baseline Staff Mode Share	Target Staff Mode Share	Staff Trip Generation Base/Target
<i>Car Driver</i>	61.9%	51.9%	80/67
<i>Car Share</i>	4.4%	6.4%	6/8
<i>Taxi</i>	0.5%	0.5%	1/1
<i>Motorcycle</i>	1.1%	1.1%	1/1
<i>Rail</i>	7.1%	7.1%	9/9
<i>Tram/Underground</i>	2.4%	5.4%	3/7
<i>Public Bus</i>	12%	15%	16/20
<i>Cycle</i>	1.2%	3.2%	2/4
<i>Walking</i>	8.7%	8.7%	11/11
<i>Other</i>	0.74%	0.74%	1/1
<i>Total</i>	100.04%	100.04%	130

(% greater than 100% due to nature of raw census data)

9.39 In terms of the community hub and sports facilities, the mode share has been predicted by using comparable sporting and leisure sites from the TRICS database. The predicted modal split is predicted to be as follows:

Mode	Baseline Community Use Mode Share
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<i>Car</i>	51.8%
<i>Bus/Tram</i>	2.9%
<i>Coach</i>	11.7%
<i>Rail</i>	0.9%
<i>Walking</i>	28.9%
<i>Cycling</i>	3.8%
<i>Total</i>	100.%

9.40 The applicant is targeting a 10% reduction in car use from the baseline modal split for the community hub and sports facility by promoting public transport, walking and cycling. The applicant has estimated the level of trip generation that would be expected to occur within the TA, although the exact trip generation is likely to vary once the community use plan has been finalised. A maximum 260 people could attend a community use activity program during the week, and up to 300 during the weekend. Based on target mode share, up to 109 would travel to the site by car during the week, and 125 at weekend. It is worth noting that this is likely to be the maximum number.

Parking Space Justification

9.41 There are no parking standards set out in the London Plan (2016) for education institutions and therefore any parking provision needs to be considered on an individual application basis. A balance needs to be struck between ensuring there is sufficient parking space provision to not amplify parking stress on surrounding roads, and not providing too much car parking so failing to promote sustainable modes of transport.

9.42 The car park would contain 96 car parking bays, 6 of which are designed for disabled drivers. Based on census data, it is expected that 80 car parking spaces would be required for school staff parking and 8 for staff for the community use. Under the target modal shift it is envisaged that this would fall to 67 parking spaces for school staff and 7 for staff in connection with the community use.

9.43 People using the community use would also require on-site parking. Up to 85 cars are expected to be parked during the week at any one time, and up to 115 cars at weekend. The target modal shift is envisaged to reduce this to 68 cars during the week and 94 at weekend. It is worth noting that there would also be times when the operation of the community use would overlap with when staff would be parked and parking is also required for special events. The intended occupier for example has hopes of using the site for school championships. These type of events would be expected to require between 50 to 100 car parking spaces depending on the event. These events are hoped to take place up to eight times a year. The 96 car parking spaces provided by the development based on the above expected demand and targets that seek to reduce car use,

is considered to be appropriate. Some phasing of the car parking is proposed through the use of cones to help ensure that sustainable travel patterns are established at an early stage.

9.44 6 disabled parking spaces would be provided whose use would be monitored through the proposed Car Parking Management Plan (CPMP). In the event that additional disabled bays are required then standard bays would be converted. The level of disabled bay provision is considered acceptable.

9.45 20% of the electric vehicle charging points would be active, with 20% passive in line with the current London Plan (2016). Whilst it is noted that the draft London Plan requires 20% active, 80% passive, given this is in the early stages of adoption it would be unreasonable to require this.

Pick Up and Drop Off Facilities

9.46 A lay-by for set down and pick up by car, mini bus and coach is proposed. This would have the capacity for up to 8 cars, 7 mini buses or 2 coaches. It is estimated that 284 vehicles would use this facility a day, with the Travel Plan aiming to reduce this to 192 vehicles.

9.47 The pick-up/drop off facility would be permitted to ensure that only those with a real justifiable need could use it. These include those with mobility impairments, special need or pupils that live a significant distance away, or without reasonable access to non-car modes. Priority would also be given to those who car share. A CPMP has been submitted, which is to be secured by condition to ensure on site car parking facilities including pick up and drop off are appropriately managed. The CPMP also includes details on how special events would be appropriately managed.

9.48 The development provides sufficient onsite parking facilities such that the scheme would not have a significant impact on surrounding residential streets parking stress. Many of objectors have commented that a fining system should be implemented to prevent parents picking up/dropping off pupils on surrounding roads. However, such a system is not considered feasible in this instance given the nature of the roads.

Tram Network Impact

9.49 The application has been reviewed by TfL who are satisfied that sufficient measures have been proposed to mitigate the impact of the development on the tram's network capacity. Breakfast clubs and before school coaching would help to ensure that up to 50% of pupils arrive at the school before 8am, reducing the impact of the development during peak hours. The majority of pupils would also have departed at the end of the day before the evening peak/rush hour occurs.

9.50 TfL raised concerns that pupils may attempt to use an existing temporary/emergency vehicle access point that was designed for ad-hoc vehicle, located opposite the Melville Avenue/Coombe Road junction. TfL request that further mitigation measures be installed to either deter people from crossing the tram line at this point, or to provide a more formal crossing point. The applicant has agreed to fund these measures, to be secured through the legal agreement.

Cycling

9.51 226 cycle parking would be provided for pupils and staff, and 17 spaces for visitors. The cycle storage would be provided on a phased basis, starting with 98 cycle secure storage facilities; with the remaining 145 storage spaces provided prior to full occupation. The proposed level of cycle provision complies with the London Plan (2016) and is to be secured via condition. The cycle parking would be located adjacent to the shared pedestrian and cycle path on the natural pedestrian/cycle desire line, ensuring it would be convenient to access.

9.52 The submitted cycle environment review system (CERS) concluded that conditions for cyclists in the area were mixed. There are limited cycle facilities on the approach roads, which in conjunction with the traffic conditions on Coombe Road, would be expected to deter cyclists. Elsewhere there are routes that provide good conditions for cyclists yet there is poor connectivity to those routes.

9.53 A Toucan crossing point is proposed to provide easy access into the site for cyclist. A number of other options were explored including the provision of designated cycle paths, but were not deemed feasible due to width of surrounding roads, concern over tree roots and cycle infrastructure limitations. The applicant has agreed to fund a feasibility study that would look into whether the site could be connected to the proposed cycle route scheduled to be built in Lloyd Park.

9.54 The sports hall would incorporate shower and changing facilities which could be used by members of staff wishing to cycle to work. The applicant has confirmed that they would install signage within the site to ensure that such facilities are appropriately promoted and easy to find.

Sustainable Transport Promotion Measures

9.55 The applicant proposes the following measures to reduce car use:

- i) School entrance criteria will favour pupils living within 1.6km of the site and who have siblings that attend the school (increased opportunity for car share).
- ii) The sports ethos of the school supports the use of active travel modes including walking and cycling.

- iii) Active management of the pedestrian environment near the school is planned by staff members in the interests of ensuring that pupils walking to/ from the school, the Lloyd Park tram stop bus stops and generally on the pedestrian approaches are safe and good pupil behaviour is maintained.
- iv) The applicant has agreed to fund the expansion of bus stop waiting facilities at the westbound bus stop on Croham Road from two to three bays. This is to be secured through the legal agreement.

Travel Plan

9.56 The draft Travel Plan includes information regarding school events, competitions and community use, outlines a potential for a school bus, as well as measures to encourage sustainable travel. The Travel Plan seeks to achieve gold accreditation by the start of 2021, outlining a number of measures to promote and incentivise sustainable travel in order to achieve the target modal splits identified. A finalised Travel Plan, along with monitoring is recommended to be secured via legal agreement.

Proposed Junction and Highway Capacity Impact

9.57 A number of options were considered by the applicant. Initially a fully signalised junction was proposed. However, TfL had strong objections to this on grounds of traffic queue length that were modelled to be approximately 412m on Coombe Road during the morning peak, and increased risk of further delays associated with modelling uncertainty. This option was therefore excluded and the scheme revised.

9.58 A single standalone Toucan crossing facility is now proposed on Coombe Road. A modelling exercise has been carried out by the applicant that considers how the junction will perform in 2027 once the school is fully occupied. The proposed Toucan crossing is predicted to reduce queueing and delays compared to the existing layout, even if the school was not built. The junction would operate at below capacity except for the AM Peak, whereas a fully signalised junction (as initially proposed), would exceed capacity during all three modelled periods, including Inter Peak and PM Peak. The maximum modelled queue length would be approximately 140m which is predicted to occur during the morning peak going into Croydon on Coombe Road. Officers are satisfied that the proposed Toucan Crossing is the most appropriate solution. The applicant has also agreed to install the ducting for a fully signalised junction, so the junction is future proofed. The proposed highway works will need to go through further public consultation as part of any TRO and necessary safety audits, and as such the design will continue to evolve as part of that process. The highway works would be secured as part of the legal agreement.

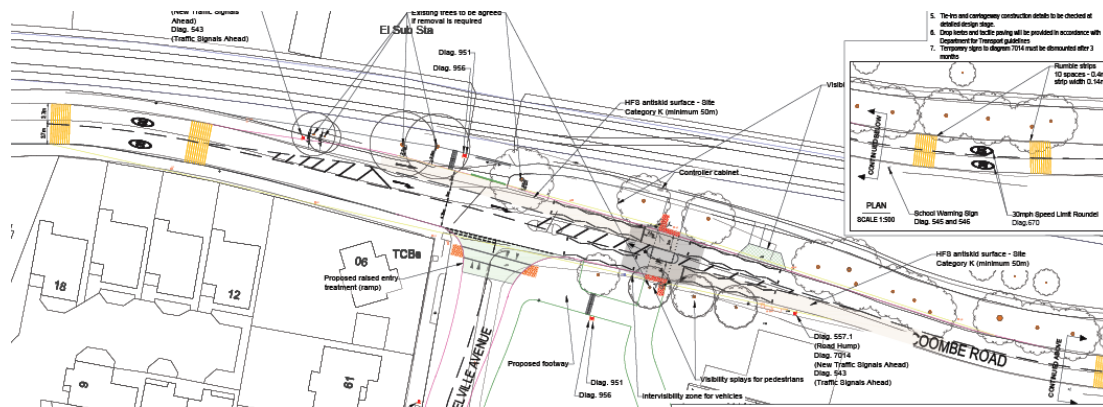


Image 8 – Preliminary Proposed Highway Works

9.59 The school timetable has also been designed to avoid clashing with the start and finish times of other schools in the surrounding area. Old Palace on Melville Avenue school day starts at 8:25am, whereas the proposed school is to open at 8:40am. This will lessen the impact on the road network.

Pedestrian Safety and Environment

9.60 A PERS audit identified that all pedestrian links achieved average, good or very good scores. The development would increase pedestrian volume particularly along Coombe Road. The proposed Toucan crossing would ensure that pupils can safely cross. The entrance of the site has been designed with pupil safety in mind, with the pedestrian and cycle access point located away from Melville Avenue, directly in front of the proposed Toucan crossing to create a coherent pedestrian desire line. This would help ensure that pupils use the formal Toucan crossing, rather than trying to cross this busy road in other uncontrolled locations. In addition, both the service entrance and general vehicle entrance have been located away from the pedestrian/cycle entrance, preventing potential conflicts between vehicles and pupils.

9.61 Pupils would be able to safely cross Melville Avenue with a new raised platform added at this junction that would enhance driver awareness and slow car speeds. The operation of the Toucan crossing would naturally interrupt traffic flow allowing cars to exit, but also provide opportunities for pupils to cross.

9.62 A number of other safety measures are proposed as part of the highway works including rumble and tactile paving, mobile/permanent speed indicator signs, increased signage and improved road markings. A number of other good practice 'soft' measures, in particular road safety education, training and publicity activities for children (for example something similar to junior road safety officer scheme) are proposed.

9.63 Preliminary Stage One and Two Safety Audits have been carried out for the proposed highway alterations. Final Stage One and Two Audits would be carried

out prior to commencement to ensure that the finalised highway works are safe. Stage Three (Completion of Construction) and Stage Four safety audits (monitoring) would also be carried out at the appropriate stage. These are recommended to be secured through the legal agreement.

Construction Logistics and Delivery Service Plan.

- 9.64 The applicant has submitted an indicative draft Construction Logistic Plan (CLP) and Delivery Servicing Plans (DSP). The submitted CLP complies with TfL's guidance, and would strive to achieve Fleet Operator Recognition Scheme gold status. This would help to ensure best practice in regards to safety, efficiency and environmental protection. The finalised CLP and DSP are to be secured by condition to ensure that the impact of construction on neighbouring properties, parking and on the highway is appropriately mitigated.

Refuse

- 9.65 The DSP outlines waste collection arrangements, which is to be secured via condition. Waste would be stored in the delivery and servicing area, accessed from Melville Avenue, with waste lorries driving into the site for collection. The refuse area is of sufficient size and design to cope with the waste and recycling demands. The waste would be collected by a private waste collector.

Trees, and Biodiversity.

Trees

- 9.66 As part of the currently proposed highway works 5 trees on the north side of Coombe Road, which are located within the Green Belt, and 1 tree on the south side would need to be removed. There is also a small risk that other trees may need to be removed as part of Highway safety audit process. The highway works are absolutely necessary to ensure that pupils are able to cross Melville Avenue/Coombe Road safely and ensure the Melville Avenue/Coombe Road junction is safe. Officers have worked to reduce the impact of the highway works, resulting in the lowest number of trees being lost as possible, without compromising safety. Whilst the loss of the trees is regrettable, given the importance of delivering a school to address the deficit in secondary places, this loss is deemed acceptable and necessary. CAVAT values, which is a valuation method to express the amenity value of the trees in terms of cost of an equivalent value, have been calculated for the trees. A financial contribution in line with this CAVAT valuation is recommended to be secured via the legal agreement to secure replacement trees that would mitigate those lost.
- 9.67 A number of other trees within the site (T9, T12, T13, T17, T28, G29 and T31) are to be removed. These are either of poor quality or are required to be removed in order to facilitate the development. The loss of these trees, and their impact on visual amenity is recommended to be appropriately mitigated through a

landscaping scheme (secured via condition) that requires new trees to be planted.



Image 9 – Plan showing main areas of tree loss with trees to be removed in red.

Ecology and Biodiversity

9.68 The applicant has submitted an Ecology Survey Report and bat surveys, summarised below:

- None of the five major hedgerows were classed as being important and only one was classed as being species rich (OFFICER COMMENT: the species rich hedgerow is retained)
- No bats were recorded roosting.
- Rhododendron and cherry laurel were noted in woodland understorey and the introduced shrub habitat. These do not appear to be spreading, and it is unlikely the development would cause it to spread further.
- No badger set entrance discovered, although a badger latrine was noted.

9.69 Subject to condition, the development would not have an adverse impact on protected flora and fauna, and would not cause harm to the Site of Nature Conservation Importance at the southern end of the site.

Flooding, Sustainability and Environment.

Flooding

9.70 The application has been referred to the LLFA who have raised no objection. The development would not have an adverse impact on flooding, and would achieve greenfield runoff rates. A condition is recommended to secure some further technical details in relation geocellular storage, porous measures and finalised detailed proposed drainage layout plan.

Contamination

- 9.71 Intrusive ground investigation were undertaken. No asbestos or contaminants were found and no sinkholes were discovered. Gas monitoring was undertaken, and the results were sufficient to demonstrate that no further gas monitoring is required. The submitted reports are sufficient to demonstrate that there are no significant land contamination risks. A condition is recommended to ensure sufficient measures are in place should unexpected contamination be found.
- 9.72 The Environmental Agency have recommended conditions to ensure that groundwater is sufficiently protected.

Sustainability and Energy

- 9.73 A number of measures are proposed to reduce energy demand, with air permeability and heat loss parameters exceeding those required by building regulations. The demand for cooling would be minimised by maximising natural ventilation on site and through mechanical ventilation heat recovery units. These measures are predicted to achieve a reduction of 18 tonnes per annum (9%) in regulated CO2 emission over 2013 Building Regulations.
- 9.74 The applicant is proposing to install heat pumps and photovoltaic panels. These measures are predicted to achieve a 54 tonnes per annum (27%) reduction in regulated CO2 emissions. In combination with the measures outlined above, the development would achieve the 35% target beyond 2013 Building Regulations. In the event of the development falling short of expected performance, a carbon offset payment is recommended to be secured through the legal agreement.
- 9.75 The development aims to achieve BREEAM Excellent standard. This is recommended to be secured via condition. The impact of the development in terms of sustainability, energy and carbon dioxide emissions is acceptable.

Air Quality

- 9.76 The site, as is the whole of the borough, is an Air Quality Management Area and is therefore located in an area identified as experiencing elevated pollutant levels. The operation and construction of the development has the potential to worsen this and has potential to expose future users to elevated pollution levels.
- 9.77 The site is identified as having high sensitivity to potential dust impacts, but the risk to human health is low. A number of mitigation measures are proposed in line with GLA's guidance, which would help to ensure that the residual effect from all the dust generating activities such as demolition, construction and earthworks would not be significant. A demolition method statement is recommended to be secured via condition.

- 9.78 Additional vehicle movements would lead to the generation of exhaust emissions. Dispersion modelling assessment have been undertaken that demonstrates the site is suitable for the intended use. The development is also modelled to have a negligible impact on neighbouring properties and other receptors.
- 9.79 Due to road vehicle exhaust emissions the development would not strictly be Air Quality Neutral. Mitigation measures are proposed to address this during construction and operation, for example electric vehicle charging points, improvements to cycling and walking infrastructure and a Travel Plan that includes a No Idling Engine Strategy. In addition, conditions are recommended requiring the installation of green infrastructure along boundary of Coombe Road and in regards to boiler emissions. A £21,100 air quality contribution to help mitigate the impact of the development is recommended to be secured through the legal agreement.

Health

- 9.80 The development is considered to comply with policy DM16 of the Croydon Local Plan (2018). The proposed school with its sports focus would actively promote health and well-being, and the community use plan would ensure that a wide range of people would have access to sport facilities. Measures such as the Travel Plan are proposed to ensure that active travel is promoted. The design has ensured that there are many parts of the site that would naturally encourage social interaction and play. Sufficient measures are proposed to ensure the development does not have an unacceptable impact in terms of emissions or air quality.

Equality

- 9.81 The school would be a 'Free School' which are 'all-ability' schools that cannot use academic selection processes. It would not be a 'faith school', would be open to all sexes, and gives first choice to local families. The school would have to operate in accordance with the Equality Act 2010. Measures have been taken in the building's design to ensure it is accessible for all. The community use plan seeks to encourage sport involvement amongst the widest cross section of the population as reasonably possible.
- 9.82 Regard has been had to the impact of the development on pupils of Rutherford School, which is a specialist independent school for pupils with Profound and Multiple Learning Disabilities. The small impact that the development could have on the operation of the Rutherford School, would be outweighed by the benefits of providing a new school that could cater for broad range of pupils.

9.83 The proposed development is not considered to unduly discriminate on behalf of age, disability, gender, relationship, pregnancy, race, religion, sex and sexual orientation. The development in general is considered to benefit all.

10.0 Conclusion

10.1 Grant Planning Permission Subject to Conditions and Legal Agreement.

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PART 6: Planning Applications for Decision**Item 6.8****1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/03090/FUL
Location: 34 Caterham Drive, Coulsdon, CR5 1JF
Ward: Old Coulsdon
Description: Demolition of existing dwelling and garage; proposed erection of 2 no. two storey three bedroom semi-detached dwellings, formation of vehicular access and provision of associated parking
Drawing Nos: 570.01, 570.02, 570.03, 570.04, 570.05, Design and Access Statement, and FRA
Applicant: Mr Benjamin Thomas
Agent: Mr Tashaan Jain
Case Officer: Georgina Galley

- 1.1 This application is being reported to Committee because the Ward Councillor (Cllr Margaret Bird) has made representation in accordance with the Committee Consideration Criteria and requested committee consideration and representations over the threshold for Committee Consideration were received.

2 RECOMMENDATION

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

Conditions

- 1) Development to be carried out in accordance with the approved drawings and reports except where specified by conditions
- 2) Materials to be submitted with samples
- 3) Car parking to be provided as specified in the application
- 4) Removal of permitted development rights for enlargements and outbuildings
- 5) No additional windows in the flank elevations
- 6) Landscaping scheme to be submitted including hard/soft landscaping, retaining walls, boundary treatments (including badger gates), SUDs details in line with FRA
- 7) Permeable forecourt material to be used for the lifetime of the development
- 8) Construction Logistics Plan to be submitted
- 9) 19% reduction in carbon emissions
- 10) Water usage restricted to 110 litres per person per day
- 11) Highways work to be carried out at developer's expense
- 12) Commencement of development within three years of consent being granted
- 13) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Site notice removal

- 2) CIL liability
- 3) Code of Practice for Construction Sites
- 4) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

3 PROPOSAL AND LOCATION DETAILS

Proposal

3.1 The proposal comprises the following:

- Demolition of existing dwelling and detached garage to rear.
- Erection of a pair of two storey three bedroom semi-detached dwellings fronting Caterham Drive.
- A new shared access would be created off Caterham Drive serving both dwellings with associated refuse storage and landscaping to the front. The existing crossover off Haycroft Close would be blocked up.
- Cycle storage would be provided at the rear.

Site and Surroundings

3.2 The application site lies on the southern side of Caterham Drive on the junction with Haycroft Close. The site is currently occupied by a single storey detached dwelling that is positioned towards the rear boundary. There is a detached garage located to the rear of the house that is accessed off Haycroft Close. The site benefits from a generous front garden with soft landscaping, whereas the rear garden is more limited by the existing garage.

3.3 The surrounding area is residential in character and is comprised of a variety of dwelling types and sizes. There are no site specific constraints that would impact upon the development potential of the site and neither is the site subject to a formal tree preservation order. The site has a Public Transport Accessibility Level (PTAL) of 1A; therefore it is considered to have poor access to public transport. The application site is located within an Archaeological Priority Area (Tier III).

Planning History

3.4 88/01129/P – Erection of double garage – granted and implemented.

3.5 18/01935/PRE – Pre-application advice sought in relation to the redevelopment of the site.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle of residential development on the site is acceptable given the established residential character of the area
- The design and appearance of the development is appropriate given the context of the site

- There would be no undue harm to the residential amenities of adjoining occupiers
- The living standards of future occupiers are acceptable and compliant with the Nationally Described Space Standards and the London Plan
- The level of parking and impact upon highway safety and efficiency is acceptable.
- Sustainability aspects of the development can be controlled by condition

5 CONSULTATION RESPONSE

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

6 LOCAL REPRESENTATION

- 6.1 Six letters were sent to adjoining occupiers to advertise the application. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual responses: 16 Objecting: 16 Supporting: 0 Comment: 0

- 6.2 The following also made representations:

- Cllr Margaret Bird [objected]

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

- Over-development;
- Size and scale out of character with neighbouring properties;
- The height will exceed the nearby bungalows;
- Loss of traditional style bungalow;
- Why knock down a perfectly decent home?
- Too many houses being replaced by multiple homes;
- The area cannot support any more houses until flooding issues are addressed;
- Impact on privacy;
- Doctors/schools etc are oversubscribed;
- Overloading of local drainage and sewers;
- Add to existing flooding problems in area;
- This is a flood risk area and the problem has not been taken seriously;
- The FRA initially suggests SuDS followed by 'OR into existing foul' being unaware of the consequences of adding to the serious drainage problems in Caterham Drive;
- The use of properly design and constructed SuDS will promote strong, resilient, sustainable communities and reduce flood risk and must be installed;
- Impact on parking on street;
- Lorries often have difficulty passing parked cars in Caterham Drive;
- Noise and disturbance during construction;
- Large vehicles being parked in Haycroft Close during construction;

- There is a badger set in the woods at the top of Haycroft Close that includes Nos. 1, 2 and 3 and there are dug out holes that allow them to access Nos. 34 and 36 Caterham Drive.

7 RELEVANT PLANNING POLICIES AND GUIDANCE

7.1 In determining any planning application, the Council is required to have regard to the provisions of its Development Plan so far as is material to the application and to any other material considerations and the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The Council's adopted Development Plan consists of the Consolidated London Plan 2015, the Croydon Local Plan 2018 (CLP) and the South London Waste Plan 2012.

7.2 Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in July 2018. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, including achieving well designed places that take the opportunities available for improving the character and quality of an area and the way it functions.

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

Consolidated London Plan 2011 (LP):

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

Croydon Local Plan 2018 (CLP):

- SP2 on Homes
- SP6.3 on Sustainable Design and Construction
- DM1 on Housing choice for sustainable communities
- DM10 on Design and character
- DM13 Refuse and recycling
- DM23 on Development and construction
- DM25 on Sustainable Drainage Systems and Reducing Flood Risk
- DM29 on Promoting sustainable travel and reducing congestion
- DM30 on Car and cycle parking in new development
- DM40 on Kenley and Old Coulsdon

8 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development
2. Townscape and visual impact
3. Residential amenity of adjoining occupiers

4. Residential amenity of future occupiers
5. Highways and transport
6. Environment and sustainability
7. Archaeology

Principle of development

- 8.2 Local Plan Policy DM1.2 seeks to prevent the loss of small family homes by restricting the net loss of 3 bed units and the loss of units that have a floor area less than 130 sq.m. The existing property has a floor area of 100.3 sq.m and is a 3 bed bungalow; however, on the basis that this would be replaced with two 3 bed family dwellings, which would result in a net gain of family accommodation, this is considered acceptable.
- 8.3 The proposed development would create an additional residential unit that would make a small contribution to the borough achieving its housing targets as set out in the London Plan (2016) and the recently adopted Croydon Local Plan (2018).

Townscape and visual impact

- 8.4 The development would see the existing bungalow at No. 34 and the detached garage to the rear demolished and a pair of semi-detached properties constructed in their place fronting Caterham Drive.
- 8.5 The surrounding area includes a mixture of one storey and two storey dwellings. The existing dwelling at No. 36 is a detached bungalow whereas the property on the other side of the site at No. 30 is a two storey detached house. There is no in principle objections to the loss of the existing bungalow and there is no existing policy in place to protect this type of housing.
- 8.6 Whilst it is acknowledged that the proposed dwellings would be higher than the existing bungalow and adjacent bungalow at No. 36, this relationship is considered acceptable and the proposed pair of semis would be suitably set back off the main road so as to not appear overly prominent. The roof area would also be broken-up through the inclusion of a catslide roof and small front dormers. Single storey bungalows can be seen in the street scene adjacent to two storey houses.
- 8.6 Given the character of the area and mixture of dwelling types and styles, the provision of a pair of semi-detached properties is appropriate and would not step forward of the general building line to Caterham Drive nor appear out of keeping with the surrounding area. The footprint of the proposed dwellings would not over-dominate the site.
- 8.7 An area of hardstanding would be provided at the front of the site with a shared vehicle access. The existing vehicle access off Haycroft Close would be block up. Sustainable urban drainage systems (SUDs) would be used at the site and conditioned as part of the approval.
- 8.8 Having considered all of the above, against the backdrop of housing need, officers are satisfied that the proposed development would comply with the objectives of the above policies in terms of respecting local character.

Residential amenity of adjoining occupiers

- 8.9 The main properties that would be impacted by the proposal would be No. 36 and No. 1 Haycroft Close.
- 8.10 The proposed dwellings would not project past the rear building line of No. 36. Although there are a number of side windows at this property, none of these serve habitable rooms. At first floor level, four rear facing windows would be provided for the proposed dwellings; however two of these windows would serve bathrooms and could be conditioned so that they are obscure glazed. The other two windows would serve bedrooms and although this would result in an element of overlooking to the adjacent gardens, given that this is an urban environment a degree of mutual overlooking should be expected.
- 8.11 No. 1 Haycroft Close is located on higher land to the site. Due to the slope of the land and the relationship to No. 1, the overall massing and ridge height is considered acceptable. Outlook to side facing windows in No. 1 Haycroft Close would not be significantly affected due to their location above the roof of the proposal. There would also be a separation distance of over 10m between the rear of the proposed dwellings and the side wall of No. 1. The proposed plans indicate that planting would also be provided along the boundary to act as a screen. The type of planting could be agreed by way of a condition.
- 8.12 The buildings would be used solely for residential purposes, and in the context of the area it is not considered this would result in any additional undue harm through noise and disturbance to surrounding occupiers. The development is acceptable in terms of its impact on residential amenities of adjoining occupiers.

Residential amenity of future occupiers

- 8.13 The proposed dwellings are three bedroom dwellings, and the proposed floor space for each unit would exceed the minimum requirements of the Nationally Described Space Standards for units of this type. The internal rooms are considered to be of acceptable sizes, with adequate light and outlook provided. A private garden for both the houses has been provided. The development is considered to be acceptable in terms of living conditions for future occupiers.

Highways and parking

- 8.14 The location for the proposed development has a PTAL level of 1A, which indicates a poor level of accessibility to public transport links. Each new dwelling would benefit from one off street parking space on the frontage, which would comply with the London Plan's maximum parking standards (up to 1.5 spaces for three bedroom units). In this instance, the provision of parking also needs to be balanced against the level of hard surfacing across the site. The development is considered acceptable in this respect.
- 8.15 There is an existing crossover at the rear of No. 34 serving a garage, which would be blocked up. This work would be carried out at the applicant's expense. A new shared access would be provided off Caterham Drive, which is not a classified road and does not require planning permission. Sufficient room would be provided at the front for vehicles to turn on site and exit in a forward gear; therefore the proposed development would not significantly alter the safety and efficiency of the surrounding highways network.

- 8.16 Refuse storage will be provided at the front/side of each dwelling and cycle parking will be provided at the rear in small sheds. Elevational details will be agreed by way of a condition. A condition would be appropriate in relation to visibility splays and a Demolition / Construction Logistic Plan (including a Construction Management Plan).

Environment and sustainability

- 8.17 Conditions can be attached to ensure that a 19% reduction in CO2 emissions over 2013 Building Regulations is achieved and mains water consumption would meet a target of 110 litres or less per head per day.
- 8.18 The site falls within a surface water flood risk area. The applicant has carried out infiltration testing at the site as part of a detailed Surface Water Strategy Report (dated September 2018). The recommendations within this report will be conditioned as part of any approval at the site.

Archaeology

- 8.19 The application site is located within an Archaeological Priority Area (Tier III). The applicant consulted with Historic England prior to the submission of the application and it was confirmed that no archaeological requirements were necessary.

Conclusions

- 8.20 It is recommended that planning permission should be granted for the proposal, as it would be acceptable in all respects, subject to conditions.
- 8.21 All other relevant policies and considerations, including equalities, have been taken into account.

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PLANNING COMMITTEE AGENDA

PART 8: Other Planning Matters

1 INTRODUCTION

- 1.1 In this part of the agenda are reports on planning matters, other than planning applications for determination by the Committee and development presentations.
- 1.2 Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
- 1.3 The following information and advice applies to all those reports.

2 FURTHER INFORMATION

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

3 PUBLIC SPEAKING

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

4 BACKGROUND DOCUMENTS

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

5 RECOMMENDATION

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

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