

Planning Committee Agenda



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

Reserve Members: Joy Prince, Nina Degrads, Niroshan Sirisena,
Sherwan Chowdhury, Stephen Mann, Yvette Hopley, Stuart Millson,
Ian Parker, Simon Brew and Andrew Pelling

A meeting of the **Planning Committee** which you are hereby summoned to attend, will be held on **Thursday, 11 April 2019** at **6.30pm** in **Council Chamber, Town Hall, Croydon, Surrey, CR0 1NX**

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

Michelle Ossei-Gerning
020 8726 6000 x84246
michelle.gerning@croydon.gov.uk
www.croydon.gov.uk/meetings
Wednesday, 3 April 2019

Members of the public are welcome to attend this meeting.

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

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

Democratic.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 5 - 14)

To approve the minutes of the meetings held on Thursday 21 March 2019 and Thursday 28 March 2019 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 15 - 16)

To receive the following presentations on a proposed development:

5.1 18/05433/PRE 26-52 and 64-74 Whytecliffe Road South, Purley, CR8 2AW (Pages 17 - 34)

Redevelopment of site in two parts to provide 34 Units (Site A) and 99 Units (Sites B and C) together with parking and amenity space.

Ward: Purley

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

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

6.1 18/05930/FUL 2 Vincent Road, Croydon, CR0 6ED
(Pages 39 - 54)

Demolition of existing dwelling. Erection of 3 storey building comprising 4 x one bed and 4 x two bed units with associated amenity space, refuse and cycle storage.

Ward: Addiscombe West
Recommendation: Grant permission

6.2 18/02663/FUL Waddon Marsh Way, Croydon CR9 4HS
(Pages 55 - 76)

Demolition of the existing buildings, hardstanding and car parking on the site. The erection of up to 11,398sqm (GEA) of new floorspace, arranged as 3no. 1-2 storey buildings for industrial, warehousing and ancillary use (Use Classes B1b, B1c, B2 and/or B8); a single storey security hut; and a single storey substation. The construction of a new road linking Hesterman Way to Purley Way via Waddon Marsh Way. Reconfiguration of car park spaces (with 13 additional spaces), external landscaping, 1.8-3.0m high boundaries, access gates, freestanding bin stores, plant and equipment, covered cycle stores, service yards and associated works.

Ward: Broad Green
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 77 - 78)

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

There are none.

9. Exclusion of the Press & Public

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

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

Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 21 March 2019 at 6:45pm in Council Chamber, Town Hall, Katharine Street, Croydon, CR0 1NX

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

MINUTES

Present: Councillor Toni Letts (Chair);
Councillor Paul Scott (Vice-Chair);
Councillors Muhammad Ali, Chris Clark, Felicity Flynn, Clive Fraser, Ian Parker
Jason Perry, Scott Roche and Gareth Streeter

Also Present: Councillor Jan Buttinger and Richard Chatterjee

Apologies: Councillor Oni Ovir

PART A

44/19 **Minutes of Previous Meeting**

RESOLVED that the minutes of the meeting held on Thursday 21 March 2019 be signed as a correct record.

45/19 **Disclosure of Interest**

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

46/19 **Urgent Business (if any)**

There was none.

47/19 **Development presentations**

There were none.

48/19 **Planning applications for decision**

The Chair changed the order of the meeting and items were heard in the following order: 18/06070/FUL 9A Orchard Rise, CR0 7QZ; 18/06006/FUL 157 Hayes Lane, Kenley, CR8 5HP; 18/04933/FUL 77 Northampton Road, Croydon, CR0 7HD; 18/05896/FUL 12 the Ridge Way, South Croydon, CR2 0LE; 19/00235/FUL 37 Smitham Downs Road, Purley, CR8 4NG; and 18/03780/FUL 836 - 838 London Road, Thornton Heath, CR7 7PA.

49/19 **18/06070/FUL 9A Orchard Rise, CR0 7QZ**

Demolition of existing house and ancillary office building and erection of two storey block of 4 flats and 5 three-bedroom houses, provision of 5 parking spaces, refuse storage and cycle stores.

Ward: Shirley North

The officers presented details of the planning application and responded to questions and clarifications.

Mr Ken Rawlinson spoke against the application.

Mr James Caldwell (Applicant) spoke in support of the application.

Referring Ward Member, Councillor Richard Chatterjee, spoke against the application.

Councillor Streeter proposed a motion to **REFUSE** the application on grounds of over intensification of site causing a loss for amenity for the neighbours, out of character which did not comply with DM10 and safety concerns. Councillor Roche seconded the motion.

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

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

The motion to approve was put forward to the vote and was carried with six Members voting in favour and four Members voting against.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 9A Orchard Rise, CR0 7QZ.

50/19 **18/06006/FUL 157 Hayes Lane, Kenley, CR8 5HP**

Demolition of existing property and erection of two/three storey building comprising 7 flats with creation of vehicular crossover, parking area, refuse and cycle store and landscaping.

Ward: Kenley

The officers presented details of the planning application and responded to questions and clarifications.

Mr Paul Kozousek spoke against the application.

Mr Patrick Stroud (Architect) spoke in support of the application.

Referring Ward Member, Councillor Jan Buttinger, spoke against the application.

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

Councillor Roche proposed a motion to **REFUSE** the application on the grounds of over development of the plot by its size and density, and this application did not meet DM10.4 in the Croydon policy. Councillor Ian Parker seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 157 Hayes Lane, Kenley, CR8 5HP.

At 8:30pm the Planning Committee adjourned for a short break.

At 8:36pm the Planning Committee reconvened.

51/19 **18/04933/FUL 77 Northampton Road, Croydon, CR0 7HD**

Erection of a two storey side extension with a rear dormer and two storey rear extension, conversion of dwelling into five flats. Surrounding amenity space provided along with parking.

Ward: Addiscombe East

The officers presented details of the planning application and there were no questions for clarification.

Ms Pamela Lloyd spoke against the application.

Mr Alex Maduaka (Agent) spoke in support of the application.

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

The motion for approval was put forward to the vote and was carried with eight Members voting in favour, and two Members voting against.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 77 Northampton Road, Croydon, CR0 7HD.

52/19 **18/05896/FUL 12 the Ridge Way, South Croydon, CR2 0LE**

Demolition of the existing building and erection of three/four storey building (including basement and accommodation in the roof space) to provide 9 units. Associated parking/access, landscaping, cycle and refuse stores.

Ward: Sanderstead

The officers presented details of the planning application and responded to questions and clarifications.

Mr Andrew Easter spoke against the application.

Mr David Meads (Architecture) spoke in support of the application.

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

Councillor Perry proposed a motion to **REFUSE** the application on the grounds of over development of site by size and massing, loss of amenities for adjoining occupiers and insufficient parking impacting on highways. Councillor Roche seconded the motion.

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 12 the Ridge Way, South Croydon, CR2 0LE.

53/19 **19/00235/FUL 37 Smitham Downs Road, Purley, CR8 4NG**

Conversion and extension of existing house to form three flats (Class C3), demolition of garage and erection of three storey building to form 6 flats (Class C3) and associated car parking, cycle and refuse storage.

Ward: Coulsdon Town

The officers presented details of the planning application and there were no questions for clarifications.

Mrs Bannerman spoke against the application.

Mr Patrick Stroud (Architect) spoke in support of the application.

Councillor Parker proposed a motion to **REFUSE** the application on the grounds of over development of site, loss of privacy and adverse effect on the neighbours. Councillor Perry seconded the motion.

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

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 37 Smitham Downs Road, Purley, CR8 4NG.

54/19 **18/03780/FUL 836 - 838 London Road, Thornton Heath, CR7 7PA**

Alterations and erection of a part first floor, part second floor rear extension to create a home of multiple occupation, consisting of 10 rooms, in conjunction with ground floor rear extension approved under planning reference: 16/01475/P.

Ward: West Thornton

The officers presented details of the planning application and there were no questions for clarification.

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

The motion for approval was put forward to the vote and was carried with all ten Members voting unanimously in favour.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 836 - 838 London Road, Thornton Heath, CR7 7PA.

55/19 **Items referred by Planning Sub-Committee**

There were none.

56/19 **Other planning matters**

There were none.

The meeting ended at 9.59 pm

Signed:

.....

Date:

.....

Planning Committee

Meeting of Croydon Council's Planning Committee held on Thursday, 28 March 2019 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 Website

MINUTES

- Present:** Councillor Toni Letts (Chair);
Councillor Paul Scott (Vice-Chair);
Councillors Muhammad Ali, Chris Clark, Felicity Flynn, Joy Prince, Ian Parker, Jason Perry, Scott Roche and Gareth Streeter
- Also Present:** Councillor Simon Brew, Maria Gatland and Patricia Hay-Justice
- Apologies:** Councillors Oni Oviri and Clive Fraser
Councillor Chris Clark for lateness

PART A

57/19 Disclosure of Interest

Prior to consideration of application item 18/06102/FUL 30-38 Addiscombe Road, Croydon, CR0 5PE Councillor Clark declared that he lived near the site but that he did not consider this to be a prejudicial interest.

58/19 Urgent Business (if any)

There was none.

59/19 Development presentations

There were none.

60/19 Planning applications for decision

The Chair changed the order of the meeting and items were heard in the following order: Item 19/00110/FUL 3 Olden Lane, Purley, CR8 2EH; 19/00303/FUL Coombe Lodge Playing Fields, Melville Avenue, South Croydon, CR2 7HY; and 18/06102/FUL 30-38 Addiscombe Road, Croydon, CR0 5PE.

61/19 **19/00110/FUL 3 Olden Lane, Purley, CR8 2EH**

Demolition of the existing dwelling and detached garage. Erection of a two/three storey building to provide 8 units with associated parking/access, landscaping, internal refuse and external cycle stores.

Ward: Purley and Woodcote

The officers presented details of the planning application and responded to questions and clarifications.

Mr Adrian Bingham spoke against the application.

Mr Neal Thompson (Applicant) spoke in support of the application.

Referring Ward Member, Councillor Simon Brew, spoke against the application.

Councillor Clark arrived to the meeting at 6:54pm.

Councillor Perry proposed a motion to **REFUSE** the application on grounds of over development of site by size and massing, a loss for amenity for the adjoining neighbours and insufficient parking. Councillor Roche seconded the motion.

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

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

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

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 3 Olden Lane, Purley, CR8 2EH.

62/19 **19/00303/FUL Coombe Lodge Playing Fields, Melville Avenue, South Croydon, CR2 7HY**

Change of use of the site from playing fields (D2) to temporary secondary school (D1) until 31st December 2020 for 360 pupils, with associated erection of a temporary three storey school building, car parking, cycle stands, bin stores, fencing, soft and hard landscaping.

Ward: Croham

The officers presented details of the planning application and responded to questions and clarifications.

Mr Jonathan Wilden (Executive Head of Folio Trust Education) spoke in support of the application.

Referring Ward Member, Councillor Maria Gatland, spoke against the application.

Councillor Scott proposed a motion for **APPROVAL** of the application. Councillor Letts seconded the motion. There was an informative request asking for endeavours to be made in regard to the delivery of a toucan crossing prior to the opening of the school in September 2019, to help further improve pupil safety.

The motion for approval was put forward to the vote and was carried with all ten Members unanimously voting in favour.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of Coombe Lodge Playing Fields, Melville Avenue, South Croydon, CR2 7HY.

63/19 **18/06102/FUL 30-38 Addiscombe Road, Croydon, CR0 5PE**

Redevelopment of the site to provide 137 residential units across an 8 and 18 storey building with associated landscaping and access arrangements.

Ward: Addiscombe West

The officers presented details of the planning application and responded to questions and clarifications.

Ms Emma Osborne (the Applicant from L&Q) and Mr Aaron Peate (the Agent from Indigo Planning) spoke in support of the application.

Referring Ward Member, Councillor Patricia Hay-Justice, spoke against the application.

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

The motion for approval was put forward to the vote and was carried with all ten Members unanimously voting in favour.

The Committee therefore **RESOLVED** to **GRANT** the application for the development of 30-38 Addiscombe Road, Croydon, CR0 5PE.

64/19 **Items referred by Planning Sub-Committee**

There were none.

65/19 **Other planning matters**

There were none.

The meeting ended at 8.34 pm

Signed:

.....

Date:

.....

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.

This page is intentionally left blank

Do not scale this drawing. Contractor to confirm all dimensions on site. Notify architect immediately of any discrepancies.

Revisions:
00 AT 27.03.19 For Information

Key Plan



Winchester House 1-3 Brixton Road London SW9 6DE
T 020 7251 0781 W formationarchitects.co.uk

Project
Purley
64-74 Whytecliffe Road (Site A)
26-52 Whytecliffe Road (Site B-C)
Purley
Client
RAA Development Group Ltd.

Drawing Title
Location Plan



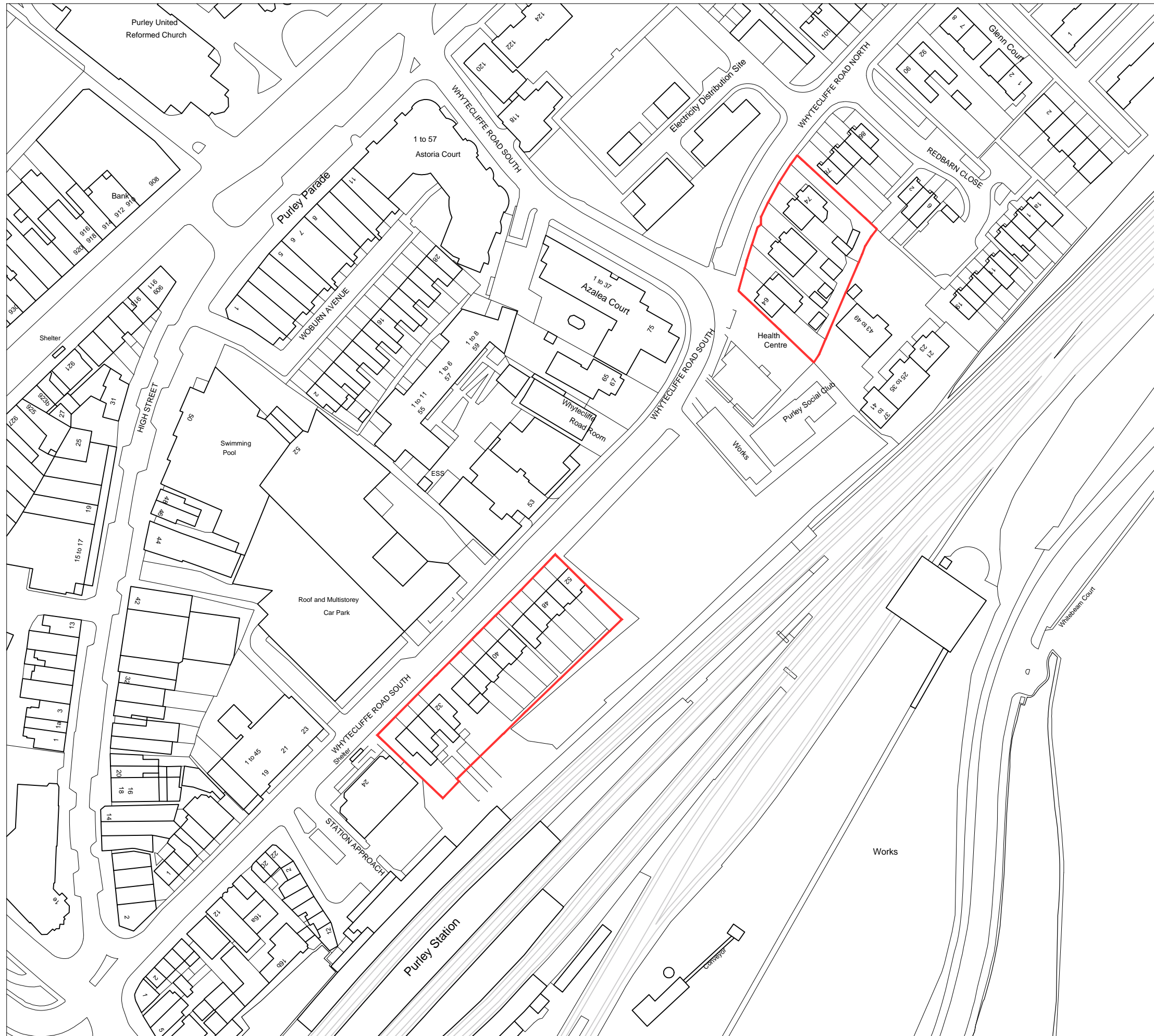
0 10 20 30 40

Drawn by AT Checked by MT Scale 1:1250@A3

Status
For Information

Job number 6665 Drawing number D1000 Revision 00

Agenda Item 5.1



This page is intentionally left blank

PART 5: Developments Presentations**Item 5.1****1 SUMMARY OF APPLICATION DETAILS**

Ref: 18/05433/PRE
Location: 26-52 and 64-74 Whytecliffe Road South, Purley, CR8 2AW
Ward: Purley
Description: Redevelopment of site in two parts to provide 34 Units (Site A) and 99 Units (Sites B and C) together with parking and amenity space
Drawing Nos: Pre-application pack
Applicant: RAA Ventures
Case Officer: Laura Field

- 1.1 This pre-application report aims to provide Members with sufficient information for effective engagement with the scheme and the report covers the following points:
- a. Executive summary
 - b. Location details
 - c. Proposal
 - d. Place Review Panel feedback
 - e. Material planning considerations
 - f. Specific feedback requested
 - g. Procedural matters

2 EXECUTIVE SUMMARY

- 2.1 The development has been discussed at a series of pre-application meetings and several options have been reviewed by the Council's planning officers, with a scheme presented to the Place Review Panel (PRP).
- 2.2 Discussions have focused on the design and layout, affordable housing, parking and landscaping, impact on amenities of adjoining occupiers as well as the relationship with the applicant's wider 'masterplan' (see paragraphs 3.6 and 3.7 below).
- 2.3 The views of members are sought on the proposals with particular regard to the following key issues:

Affordable Housing:

- 2.4 The applicant is seeking to maximise the amount of affordable housing on site and officers have made it clear during the pre-application process that 30% is the minimum that would be acceptable so the scheme has been designed accordingly. The applicant is offering 30% delivery across all three sites. The table below outlines the tenure split. Officers consider the percentage of affordable housing to be positive. The Committee's views are sought on the tenure and housing mix of the affordable housing.

Site A includes 10 affordable units.

Tenure Split (by habitable room)		
Private		70%
Affordable		30%

Affordable Split (by habitable room)		
Social Rent		63%
Shared Ownership		37%

Mix of affordable units		
1 - bed unit (2 person)	2	20%
2 - bed unit (3 person)	2	20%
2 - bed unit (4 person)	4	40%
3 - bed unit (4 person)	2	20%
Total	10	100%

Site B and C includes 30 affordable units.

Tenure Split (by habitable room)		
Private		69%
Affordable		31%

Affordable Split (by habitable room)		
Social Rent		79%
Shared Ownership		21%

Mix of affordable units		
1 - bed unit (2 person)	6	20%
2 - bed unit (4 person)	24	80%
Total	30	100%

Table 1: Affordable Housing Offer

Design and Massing:

- 2.5 Having reviewed the applicant’s latest plans and PRP comments, officers feel that the design and massing is an appropriate response to the context. The Committee’s views are sought on the design, overall height and massing of the proposals

Layout and Site Landscaping:

- 2.6 Officers support the general layout of the site. However, officers and PRP have raised concern about the limited activation to the ground floor frontage and single aspect units. PRP raised concerns about the landscaping and amenity space and these concerns remain. The Committee’s views are sought on the layout of the proposal including the ground floor and landscaping of the amenity space.

3 LOCATION DETAILS

Site and constraints

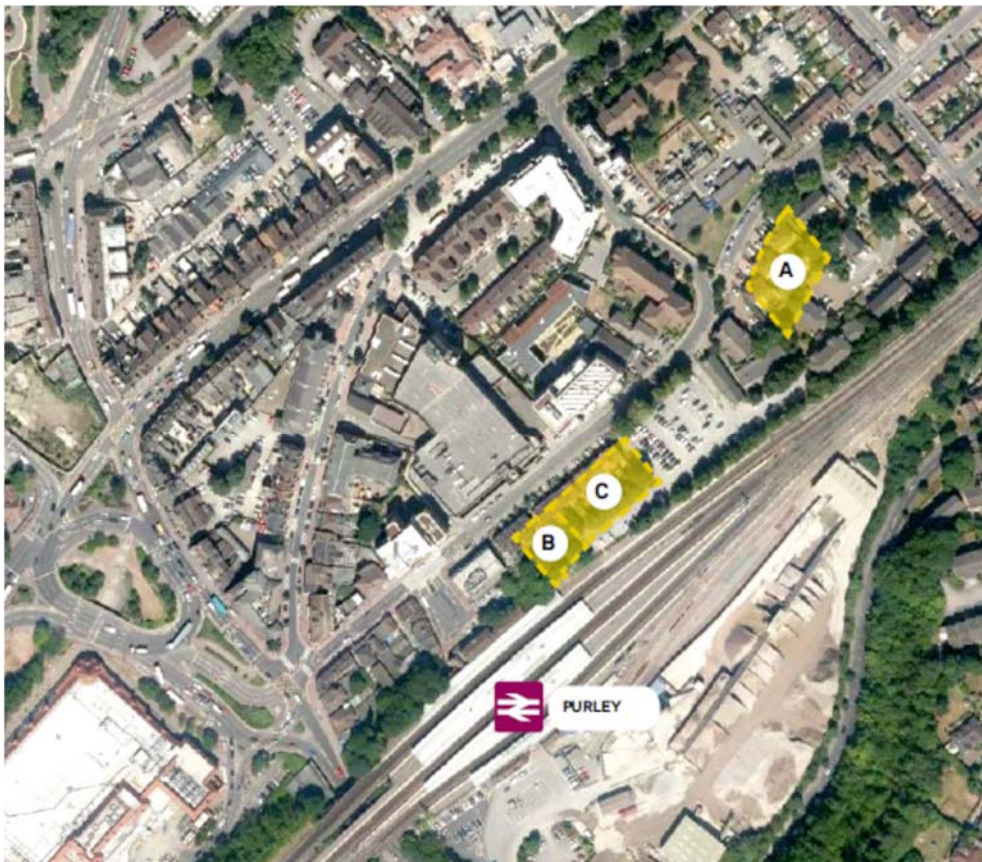


Image 1: Visual of the site and immediate surroundings

- 3.1 The application sites lie on the eastern side of Whytecliffe Road South.
- 3.2 Site A comprises three pairs of two storey semi-detached houses fronting onto Whytecliffe Road North. Redbarn Close is to the rear of the Site A and contains a mix of houses and 2/3 storey flats. Beyond this is railway lines which serves Purley Station. The main Purley Station building is locally listed.
- 3.3 Site B comprises a terrace of four houses that are elevated in relation to the road. The houses are positive contributors to the street scene and of heritage value. Further north are terrace houses (Site C). To the south west is a three storey office building which is the Job Centre.
- 3.4 On the opposite side of Whytecliffe Road South, there various flatted developments and a multi storey car park. The site has a PTAL (Public Transport Accessibility Rating) rating of 5 and is a classified road.
- 3.5 The sites lie within an Archaeological Priority Area and within an area at risk of surface water and critical drainage flooding. It also lies with the Place Specific Policy Area: DM42, Purley.
- 3.6 Whilst sites A, B and C are coming forward as part of this pre-application, the applicant have taken an holistic approach, looking at the wider area and has been developing an overall 'masterplan' for sites D and E to ensure the current proposal does not

prejudice other sites coming forward. The applicant has confirmed they are in early dialogue with the landowners to see if the sites can be brought into the scheme.

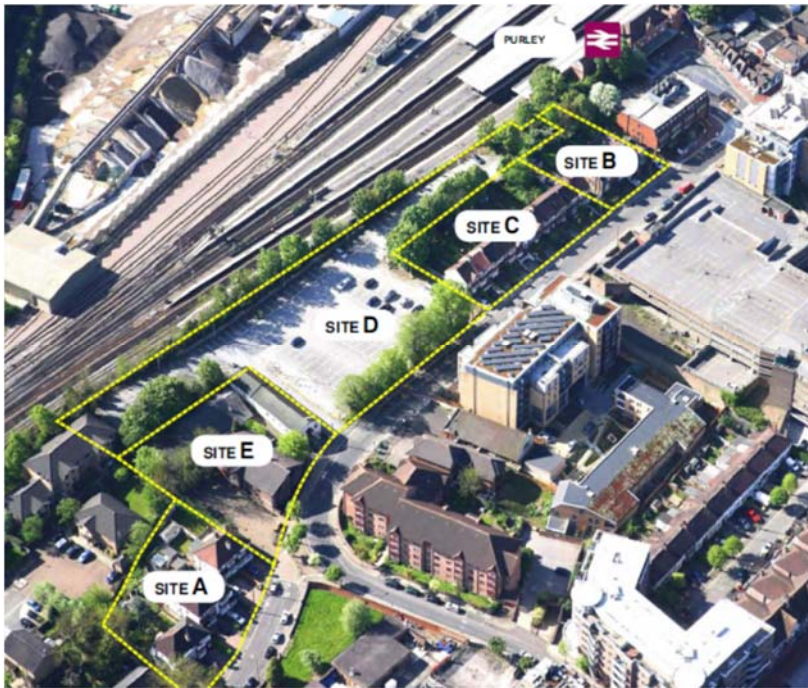


Image 2: The wider 'masterplan' area, showing Sites A to E

- 3.7 Site D is a car park serving Purley Railway Station and has a site allocation (61) for residential (between 21 to 119 units) and retention of the car parking. Site E is a 2 storey former medical centre and car park, beyond this is the Purley Social Club.



Image 3: The proposed 'masterplan', showing Sites A to E

Planning history

3.8 There is no relevant planning history for the proposal sites.

4 PROPOSAL

Site A

4.1 The proposal on Site A seeks the erection of a part 3 storey, part 5 storey building to provide 34 flats. The building would front onto Whytecliffe Road South, with provision for 3 disabled car parking spaces. Communal amenity space would be to the rear and is being designed to include child play space in line with standards. Cycle and bin storage would be provided within the footprint of the buildings

4.2 The current proposals include 30% affordable housing with a 63:37 social rent to shared ownership tenure mix. See Table 1. The housing mix includes five family sized 3 bedroom properties and seventeen 2 bedroom 4 people properties which is 64.7% of the overall total of units on Site A.

Sites B and C

4.3 The proposal on Sites B and C seeks the erection of part 5 storey, part 7/8/9 storey buildings to provide 99 flats. Amenity space is proposed in the form of private balconies for each flat in line with London Plan standards and a large shared amenity space to the rear is proposed and additional space to the roof of the mansion block. The communal amenity space is being designed on the roofspace to include child play space in line with standards. There would be 5 disabled car parking spaces. Cycle and bin storage would be provided within the footprint of the buildings.

4.4 The current proposals include 31% affordable housing with a 79:21 social rent to shared ownership tenure mix. See Table 1. The housing mix includes thirteen family sized 3 bedroom properties and forty eight 2 bedroom 4 people properties which is 61.6% of the overall total of units on Sites B and C.

5 PLACE REVIEW PANEL (PRP) RESPONSE

5.1 The scheme was presented to PRP on 21st February 2019. The Panel felt the scheme has great potential to make a very positive contribution to the townscape of Purley and provide high quality residential accommodation and were supportive of a high density scheme on Sites B and C and some of the approaches towards the elevational treatment, in particular the subtle use of brickwork within the elevational treatment. However, they felt further design development was required to avoid the proposed high-density development having an unduly imposing impact and monolithic appearance and ensure it delivers amenity spaces of a sufficient quantum and quality. The Panel's key recommendations and observations were as follows:

- All efforts should be taken to encourage Network Rail to bring forward its site simultaneously to allow for a comprehensive development of the 'masterplan' area.
- The design needs to work with the topography of the site more and embedding the ground and first floor flats within the ground at the rear of sites B and C is not acceptable.
- The network rail car park is too close to the lower flats within sites B and C and options to relocate it or enclose it should be explored.

- The amenity and play space require further development.
- Given its central location, the development requires its own unique character and to avoid overly repetitive elevational treatments which currently give the development a monolithic appearance.
- The height should vary more within the development to provide design interest.
- Prominent corners should be given considerable attention.
- Single-aspect flats should be designed out.
- The public realm and landscape design requires substantial development.
- The footway of Whytecliffe Road South should be widened and street trees introduced.
- The development for Site A should be lower in scale than proposed to be more sympathetic to the scale of its context. Its material finishes should also vary from those of the development on Sites B and C.
- A substantial amount of further information is required to justify the design for the block on Sites B and C. This includes, the southern elevation of the block for Sites B and C, daylighting and sunlighting tests, acoustic parameters and sections.

5.2 The following amendments have been made since PRP:

- The lower ground accommodation has been removed on Site A. A basement has been included to provide space for plant room and cycle store.
- The entrance to Site A has been relocated so it faces south. This enhances the entrance space and creates a better view when walking from the station to the site.
- The top floor on Site A has been re-configured and set back to appear less bulky.
- The amount of dual aspect units has been increased. Corner balconies have been introduced to give a better outlook for the one bed units.
- The highest part of the scheme has been shifted to the centre of the block and the scheme has been adjusted to work with the existing site terrain.
- The semi-basement accommodation has been removed in Sites B and C.
- The amenity space has been increased to the rear of the blocks on Sites B and C, working with the existing site terrain.

6 MATERIAL PLANNING CONSIDERATIONS

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

1. Principle of development including affordable housing and mix
2. Townscape and visual impact
3. Housing quality for future occupiers
4. Impact upon neighbours
5. Transport
6. Environmental impact, sustainability and flooding
7. S106 obligations

Principle of development

- 6.2 There is no objection to the principle of redevelopment of Sites A, B and C, subject to the issues raised below. This would see the provision of additional dwellings in a very sustainable location of Purley District Centre.

Housing Mix

- 6.3 The proposals (across Sites A, B and C) currently seek to provide 13.5% of units as 3 bedroom properties. Overall, 62.4% of units would be family sized units when including the 2 bedroom 4 person flats which would significantly exceed the current minimum requirement of 40% in this area as set out in the Local Plan (Policy DM1).

Affordable Housing

- 6.3 The applicant is in discussions with several Registered Providers of affordable housing and is seeking to maximise the number of affordable units brought forward. The applicant is currently providing 30% of the units (across all three sites). On Site A, 63% would be social rented units and 37% shared ownership and on Sites B and C 79% would be social rented units and 21% would be shared ownership. This equates to a total of 40 affordable units across all sites. See Table 1.
- 6.4 The Applicant has indicated that the family accommodation would be secured across all tenures though the precise layouts have not yet been confirmed.

Townscape and visual impact

- 6.5 Design discussions have been on-going since the scheme was presented to PRP. The scheme is a work in progress, but officers are of the view the scheme is evolving in the right direction and are broadly content with the emerging proposals.

Design and massing

- 6.6 The townscape context of the site varies in terms of its urban grain. Surrounding Site A to the north east and south east, are a mixture of 2-storey houses and low-rise blocks in Redbarn Close. Opposite the site are buildings in relation to an Electrical Sub Station. Further to the south west is a former health centre. On the corner to Whytecliffe Road South is a flatted development of 5 storeys.
- 6.7 With regards to Sites B and C, to the north west is the Purley Station car park (which has the site allocation) and to the south west is the Job Centre which is 3 storey. Purley Station lies beyond this, which is locally listed building. On the opposite side of the road are a mixture of 5/6 storeys flatted developments with commercial premises on the ground floor and a multi-storey car park.
- 6.8 The site is located adjacent to the Purley District Centre. It sits within 'Purley', as defined in Local Plan policy DM42.1, which states that proposals should positively enhance and strengthen the character and facilitate growth by:
- a. Reinforce the continuous building line which responds to the street layout and include ground floor active frontages;
 - b. Complement the existing predominant building heights of 3 to 8 storeys; and
 - c. Demonstrate innovative and sustainable design, with special attention given to the detailing of frontages.

- 6.9 In principle, officers are satisfied that the buildings would be appropriate on this site, with the height and massing respond to the street scene. Concerns were raised with earlier design options and with PRP to avoid overly repetitive elevational treatments giving the development a monolithic appearance.
- 6.10 The proposal seeks to integrate with the immediate surroundings whilst relating to the rest of the 'masterplan'. The proposal for Site A is broken into two blocks of mass, both designed to be visually separated from one another. The smaller mass has been designed to respond to the neighbouring property along Whytecliffe Road North. This creates a gradual transition from the existing vernacular to the proposed flatted blocks that form the 'masterplan'. The scale and mass of the larger block relates to the building typologies present towards the west side of Whytecliffe Road South. The architectural language chosen for the proposal seeks to integrate the building with its immediate context, in terms of scale and materiality. Officers are supportive of this approach.



Image 4: Site A proposed scale and massing



Image 5: CGI of Site A, looking south down Whytecliffe Road North. Please note this is an earlier image and the architect is refining for the final presentation

- 6.11 The combination of Sites B and C maximises the potential for development across Whytecliffe Road South. The facade edge of the proposal aligns with the adjacent building, adhering to the existing streetscape. The change of height from the existing 3 storey (of the Job Centre) to 6-9 storeys allows the existing context to integrate within the proposal. The taller elements of the proposal relate to the higher buildings towards the west side of Whytecliffe Road South.



Image 6: Site B and C - scale and massing. Please note this is a working draft from the architect

6.12 The massing of the proposed block includes recessed elements that help to break down the otherwise long facade. The rectangular site enjoys direct access from Whytecliffe Road South and offers an opportunity to reinforce the street edge and improve the public realm. Links are made from the road to the landscaped garden to the rear, creating an interesting and animated outlook for pedestrians. The architectural language chosen for the proposal seeks to integrate the building with its immediate context, in terms of scale and materiality. The images below illustrate the architectural treatment envisaged. The scheme employs a variety of materials applied in a contemporary fashion to add to the rhythm and proportion, which is supported.



Image 7: CGI of Site B and C, looking north on Whytecliffe Road South with Site A in the background. Please note this is an earlier image and the architect is refining for the final presentation

Site layout, amenity, landscaping and internal layout

6.13 Officers are generally supportive of the layout of Site A. The proposal respects the building line of the terraces houses to the north. The entrance is located facing south and creates a vista from the transition towards Whytecliffe Road North. The amenity space is located to rear.



Image 8: Site A - Layout

6.14 The current layout of the ground floor on Sites B and C results in habitable rooms facing onto the street. The applicant is exploring ways to balance the challenge of preventing potential overlooking from passer-by's with the provision of defensible space and landscaping while ensuring an active frontage. Duplex units at the ground and first floor has been suggested to address this to avoid bedroom units at ground floor. The quality of the public realm and tree planting are also important to maintain the character of the street scene across all sites.



Image 9: Site B - Site layout. Please note this is a working draft

6.15 The amenity spaces must provide sufficient child play space to meet Croydon Local Plan standards and should be designed to a high quality to ensure it is well used and open to all tenures. PRP raised concerns about the usability of the amenity spaces, in particular on the roof space. Officers have encouraged the Applicant to investigate how this accessed and will be used. It has been suggested by PRP to move the play area from Blocks B and C to the ground floor amenity area rather than on the roof amenity. The use and layout of this space needs further resolution.

6.16 In general the amenity areas need a lot of work to ensure they are well designed and inviting, whilst ensuring privacy to the residential units that look directly onto the amenity spaces

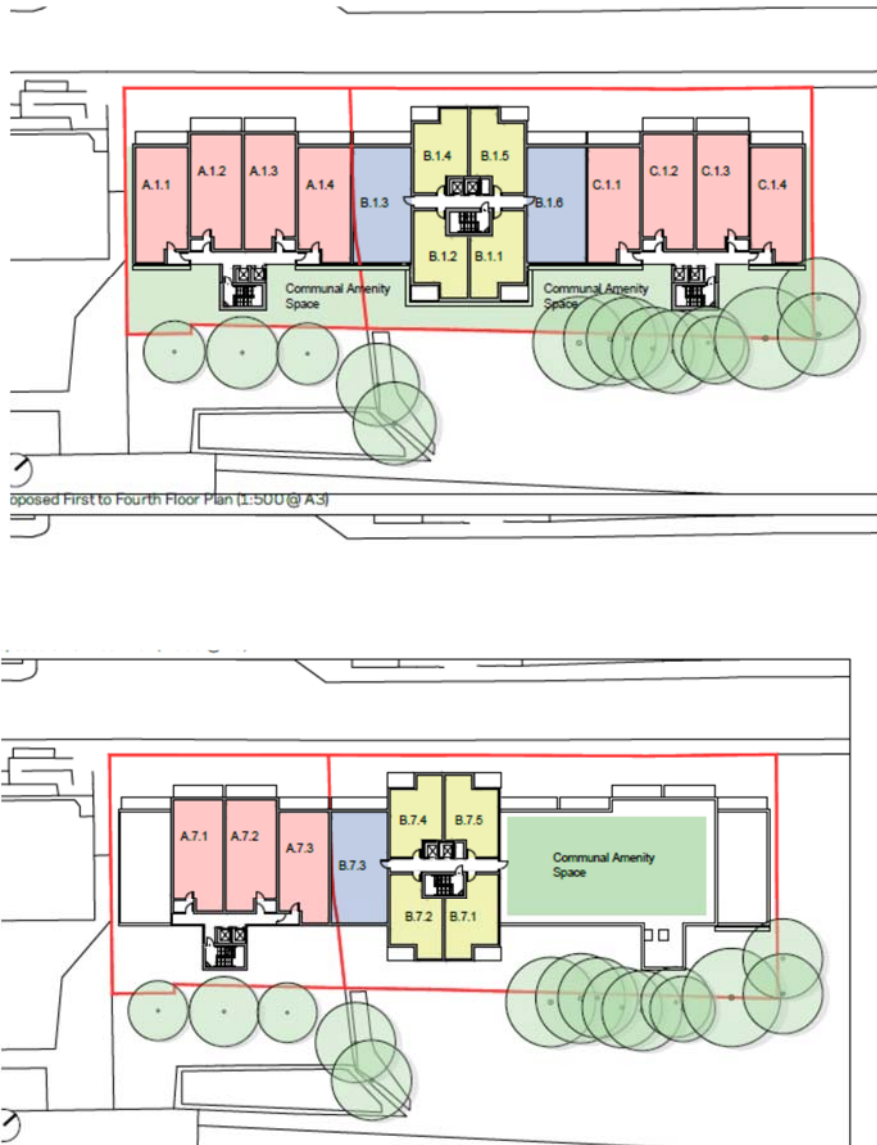


Image 10: Site layout showing amenity spaces on Sites B and C

6.17 Officers have advised that the balconies should be recessed where possible particularly to the front elevations. Discussions are ongoing to resolve these concerns.

6.18 Discussions relating to the internal layouts are ongoing and limited information has been provided to officers to date about the detailed layouts and window positions. The fenestration and internal layout of the flats will require careful consideration to ensure that the flats are of a suitable quality and do not prevent development coming forward on the wider 'masterplan' sites D and E.

6.19 The applicants have also agreed to a contribution to public realm improvement work at the corner of Whytecliffe Road South and Whytecliffe Road North to potentially create a pocket park which would be a real positive addition.

Elevational treatment

- 6.20 On Site A, the applicant has referenced three different tones of London Stock brick to identify the different masses and help to break down the façade. These refer closely to bricks that are featured in the existing context. Taking cues from the context, horizontal banding in the form of double stacked soldier course bricks, projecting brick courses on the ground floor facade are included and are supported to provide visual interest at a smaller scale.
- 6.21 On Sites B and C, the applicant has stated that the materials would be similar to Site A with three different tones of London Stock brick to identify the different masses and help to break down the façade. Horizontal banding would run throughout the building. White render detailing would be used on balconies and to separate the ground floor and the upper floors. This is supported in general, although officers would like to see a little more detailing in some areas (as features).
- 6.22 The applicants have been advised that the entrances should be framed in some manner as part of the elevational treatment to emphasise them. Since PRP, the applicant has also been exploring ways to incorporate the balconies within the building envelope.
- 6.23 Overall, the material palette is supported by officers, but requires refining to provide clarity around exactly which materials would be used where.

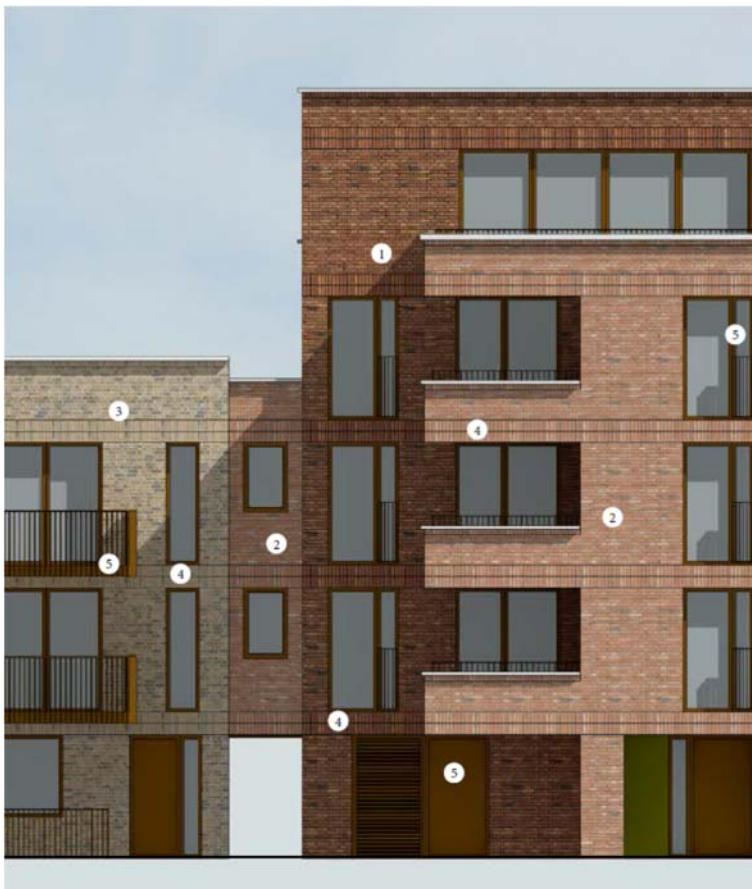


Image 11: Front elevation with suggested materials for Site A. Please note this is a working draft

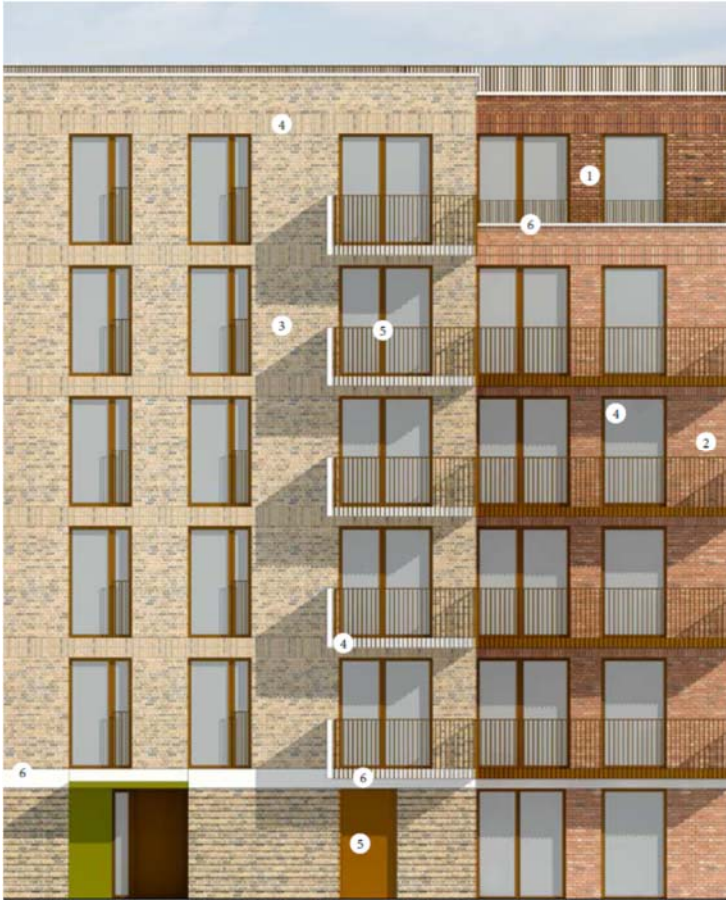


Image 12: Front elevation with suggested materials for Site B. Please note this is a working draft

Impact upon neighbours

- 6.24 The siting and massing of Site A is designed to respect the adjoining occupiers and this is accepted at this high level stage. Further work will be undertaken in relation to the location of windows and balconies. A daylight/sunlight report is required and the applicant has been advised a full assessment of the impact on adjoining occupiers must be submitted with the application. The relationship to the northern houses and flats in Redbarn Close must be fully considered by the applicant. The mass is broken down successfully to those houses but the proposal is close to Redbarn Close and the daylight/sunlight study needs to test the impact on those surrounding properties.
- 6.25 With regards to Sites B and C, to the west the site is bounded by the Job Centre. Opposite the site are several new build flatted blocks of 6 storeys. Whilst the siting seems to work in relation to adjoining occupiers, a daylight and sunlight assessment has been requested to demonstrate that the development would not result in significant harm to the neighbours.

Housing quality for future occupiers

- 6.26 The flats are being designed to meet National space standards. Previous iterations resulted in a significant number of single aspect and basement units. The basement units have been removed and the applicant has sought to reduce the number of single aspect units which is positive.
- 6.27 All of the flats should have good quality daylight, sunlight, outlook and privacy. The Applicant is aware that a daylight/sunlight report will be required to demonstrate that

all flats will have ample light. This is particularly important in relation to the car parking on the network rail site. Given the close proximity to the railway a noise assessment and mitigation will be required as part of any planning application.

- 6.28 All flats are being designed with private balconies in line with London Plan standards. The shared amenity space/child-play space has been designed into the proposal, with a rear space on Site A and roof space on Sites B and C. This allows the scheme to provide quality shared space, but discussions are ongoing with regards to the layout and landscaping of these areas. The quantum required is dependent upon tenure and mix, so will continue to evolve as the scheme does.
- 6.29 90% of dwellings are required to be Category 2 'accessible and adaptable' M4(2), with the remaining 10% of the dwellings designed to be Category 3 'wheelchair user dwellings' M4(3). The applicant has been advised that this must be clearly shown on plans submitted.

Transport

- 6.30 The proposed scheme is being developed as car free with 8 disabled parking spaces. The car parking spaces are currently proposed to the front of Site A accessed from Whytecliffe Road South, whilst on Sites B and C the parking would be accessed from Whytecliffe Road South into a parking forecourt.
- 6.31 The applicant is also aware of the need for a car club space. Parking permit restrictions would be secured by legal agreement. Cycle storage is proposed within the footprint of the buildings in line with London Plan standards.

Environmental Impact, Sustainability & Flooding

- 6.32 The applicant has been made aware of the requirements for passive design and zero carbon development. Discussions are forthcoming in relation to noise, air quality, overheating, surface water drainage, micro climate and lighting impacts.
- 6.33 The site is within Flood Zone 1 (Low Risk) and partially within an area where there is potential for surface water flooding. The applicant has been advised that a flood risk assessment and drainage strategy would be required to support a planning application.

Mitigation

- 6.34 At this stage it is envisaged that planning obligations will be required to mitigate the impacts. Discussions are forthcoming in relation to the heads of terms, but it is anticipated that these would include the following:
- Affordable housing (on site)
 - Employment and Training (construction)
 - Air Quality
 - Zero carbon off-set
 - Car club
 - Travel Plan
 - Car permit restrictions
 - Public Realm improvements

7 SPECIFIC FEEDBACK REQUESTED

7.1 In view of the above, it is suggested that members focus on the following issues:

- i. The proposed quantum of residential development
- ii. The quantum, tenure and size mix of affordable housing
- iii. The proposed height and mass of the blocks
- iv. The emerging design, particularly the ground floor and frontage
- v. The emerging landscape design
- vi. Whether the Network Rail site has to be brought forward simultaneously

PROCEDURAL MATTERS

7.2 The proposal is reported to Planning Committee to enable Members to view and comment on it prior to submission of a formal application. The proposal is not a planning application. Any comments are provisional and subject to full consideration, including public consultation and notification as part of any subsequent application.

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.

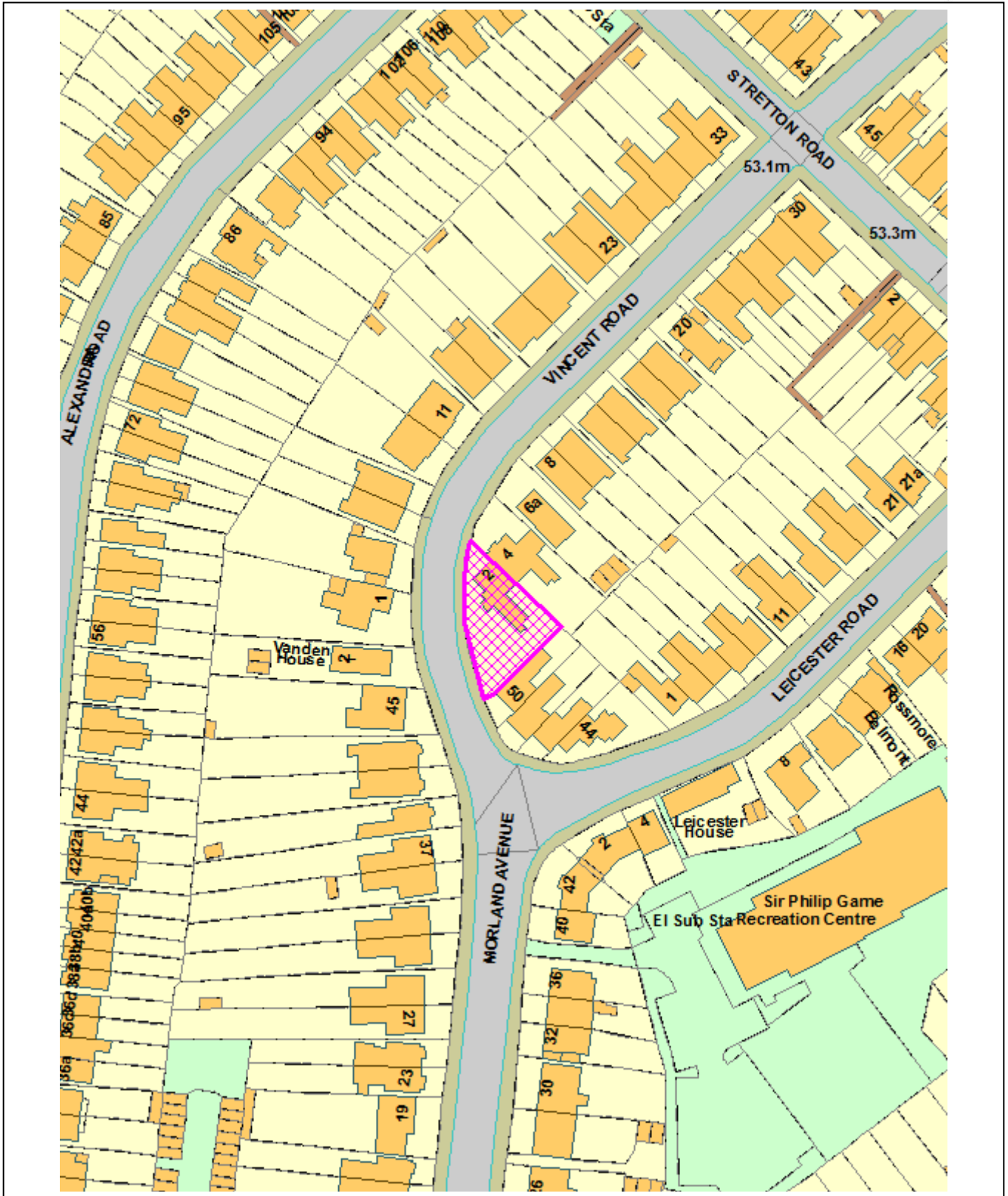
8. BACKGROUND DOCUMENTS

- 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.

This page is intentionally left blank



This page is intentionally left blank

PART 6: Planning Applications for Decision

Item 6.1

1.0 SUMMARY OF APPLICATION DETAILS

Ref: 18/05930/FUL
 Location: 2 Vincent Road, Croydon, CR0 6ED
 Ward: Addiscombe West
 Description: Demolition of existing dwelling. Erection of 3 storey building comprising 4 x one bed and 4 x two bed units with associated amenity space, refuse and cycle storage.
 Drawing Nos: 18107-02-E-GA, (PL) 001 Rev A, (PL)002 Rev A, (PL)003 Rev A, SK 190326, (SK) 001
 Applicant: Mr Chaudry South East Property Limited
 Agent: Mr Ambridge – ECE Architecture
 Case Officer: Wayne Spencer

	1 bed, 1 person	1 bed, 2 person	2 bed, 3 person	2 bed, 4 person
Houses	0	4	1	3

Number of car parking spaces	Number of cycle parking spaces
1	12

1.1 This application is being reported to committee because the Ward Councillor Sean Fitzsimons has made representations in accordance with the Committee Consideration Criteria and requested committee consideration and representations 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 subject to:

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

- a) Restricting residents access to on street parking permits
- b) Car club space with electric charging point to be installed/retained in perpetuity

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. Upper floor north facing windows obscure glazed
- 5. Hard and soft landscaping to be approved (to incorporate SuDS)
- 6. Tree Protection in accordance with Arboricultural Report
- 7. Three street trees to be provided on Vincent Road
- 8. Construction Logistics Plan
- 9. Water usage off 110L per head per day
- 10. 19% carbon dioxide reduction
- 11. Commence within 3 years

12. 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) Removal of site notices
- 4) 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 three storey building comprising 4 x one bed, 2 person, 1 x two bed, 3 person and 3 x two bed, 4 person flats
- Refuse and cycle stores to all new properties
- Associated private amenity spaces
- Associated hard and soft landscaping

Site and Surroundings

3.2 The application site lies on the eastern side of Vincent Road close to the junction with Leicester Road to the south. The site currently has a single dwelling attached to no.4 Vincent Road with a south facing garden space.

3.3 The surrounding area is residential in character with properties fronting Vincent Road being predominantly 2-storeys in height. The majority of the dwellings are of the Victorian period and are of a similar character, form and design however nos.2 and 4 are not identical given that no.2 was built at a later date

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

3.5 18/01892/PRE – Erection of new building comprising of nine flats – Amendments suggested to improve the scheme

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, form 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.

- Flood risk mitigation measures 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: 45 Objecting: 44 Supporting: 0 (1 letter making comments neither objecting or supporting the proposal)

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:

Summary of objections	Response
<i>Townscape</i>	
<ul style="list-style-type: none"> • Overcrowding • Out of character. • Over development • Impact upon street scene • Change to established Vincent Road front building line • 3-storey flat roof building would not reflect the character of the area • Materials not of high quality and would clash with surrounding Victorian properties 	See paragraphs 8.3 to 8.6
<i>Neighbouring amenity</i>	
<ul style="list-style-type: none"> • Loss of light and overshadowing impact • Overlooking and loss of privacy • Increase noise from additional residents • Noise impact/disturbance during construction works • Lack of natural light to the proposed amenity spaces 	See paragraphs 8.7 to 8.16
<i>Environment</i>	
<ul style="list-style-type: none"> • Loss of garden space • Loss of trees • Lack of soft landscaping proposed • Lack of green space for future occupiers • • Solar gain impact for future occupiers 	See paragraphs 8.23 and 8.24
<i>Highways and Refuse</i>	

<ul style="list-style-type: none"> • Lack of parking provision of the development potentially resulting in detrimental highways impact – parking permits should be withheld • Concerns over highway safety with building so close to the front boundary • . Cycle storage inadequate for future occupiers • Impact on refuse collection and lack of refuse storage provision • Refuse management required on the site <p>The</p>	See paragraphs 8.17 to 8.20
<i>Flooding</i>	
<ul style="list-style-type: none"> • Change to water course from rainfall impacting upon foundations of neighbouring properties 	See paragraph 8.22
Other comments	Response
<ul style="list-style-type: none"> • Pressure on local infrastructure (doctors, schools etc). 	See paragraph 8.16
<ul style="list-style-type: none"> • Solar panels or green roof proposed? 	See paragraph 8.21

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

Summary of comments	Response
Loss of a view	Not a material planning consideration
Damage to neighbouring property and party wall impact	This is civil matter and outside of the planning regulations.
Compliance with fire regulations	Considered under Building Regulations
The Surrey Estates Company Limited in 1889 require a semi-detached building on this plot	Not a material planning consideration and any covenants would need to be addressed by the developer
Impact on sewer as a result of additional properties	Not a material planning consideration
Impact upon property prices	Not a material planning consideration

6.4 Councillor Sean Fitzsimmons objected and referred the application to planning committee on the following grounds

- Visual Amenity: Appearance of the new building clashes with the Victorian/Edwardian street scene. This is a prominent site near the junction of Morland Avenue and Vincent Road and the poor design will detract rather than enhance the area.
- Unsuitable use of materials. The use of cladding at higher levels which will be seen from other properties and from the junction of Vincent Road and Morland Avenue. The proposed building will clash with the Victorian yellow-stock houses close by.
- Boundary Treatment with pavement: This needs rethinking as the proposal doesn't enhance the street scene.

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 February 2019. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are:

- 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 Planning 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
- Suburban Design Guide Supplementary Planning Document (SPD2)

8.0 MATERIAL PLANNING CONSIDERATIONS

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

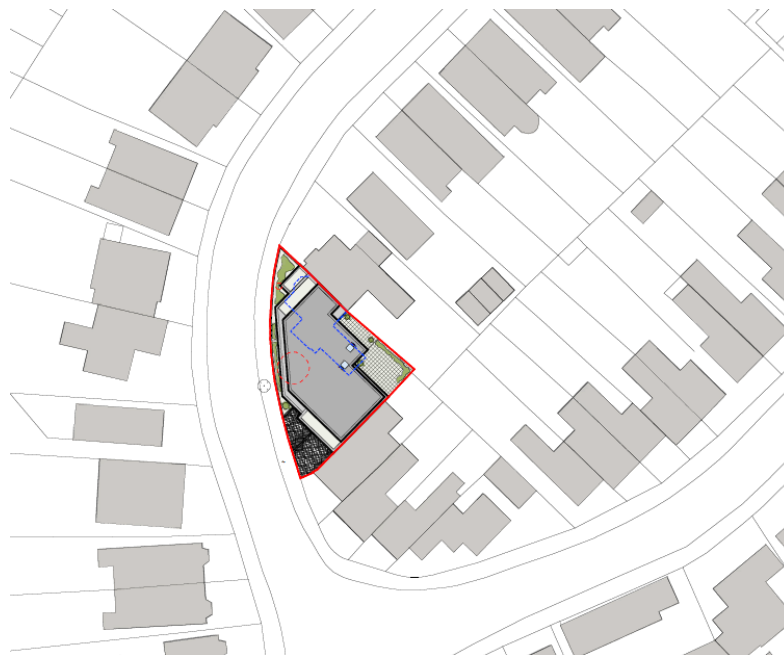
- Principle of development
- Townscape and visual impact
- Housing Quality for future occupiers
- Residential amenity for neighbours
- Transport
- Sustainability

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 is currently in residential use and has not been designated in the local plan, to be used for any other purpose. The dwelling to be demolished was not a 3-bed dwelling as originally built and the overall floor area exceeds 130sqm. As such, there is no specific requirement for the proposal to include a replacement 3 bed dwelling in accordance with the requirements of Croydon Local Plan 2018 Policy DM1.2. However, there is a strategic policy requirement, contained within CLP policy SP2.7, for 30% of new homes in the Borough to have 3 or more bedrooms. Nevertheless, the proposed development aims to provide 3 x 2 bed, 4 person units which, for the first three years of the adopted Local Plan, would be considered family housing and would therefore contribute to such housing provision within the Borough. As 3 of the 8 proposed units would be considered family accommodation, there is no objection in principle to the proposed development provided that there are no other policy objections.

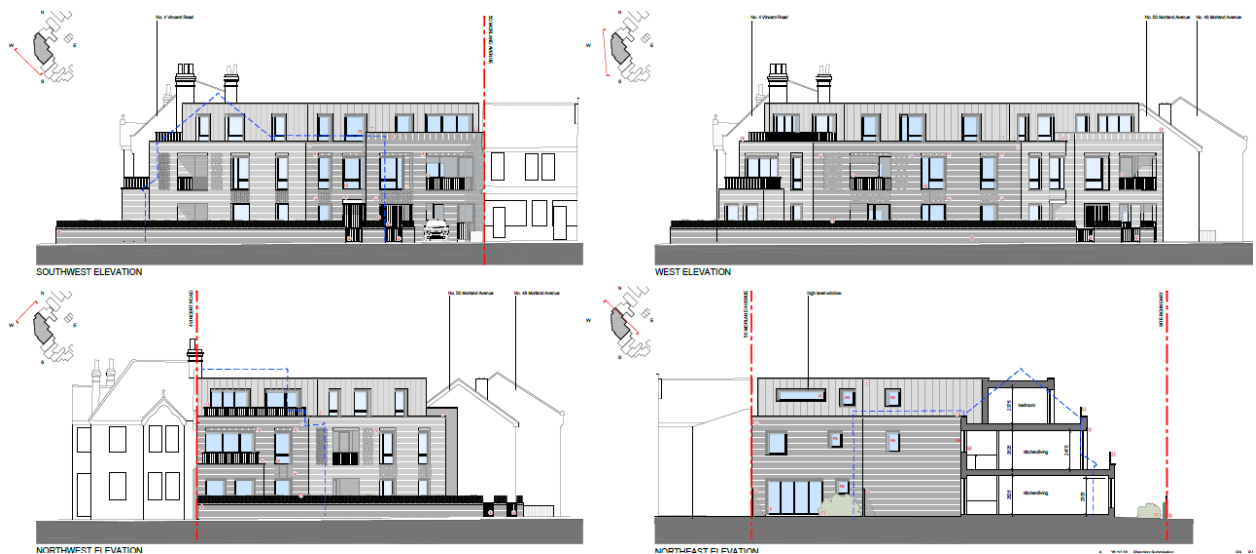
Townscape and visual impact

- 8.3 The site currently contains a single dwelling house which is two storeys in height with roof space over (3-storeys overall). The overall height of the proposed building would be three storeys which, when considering the roof form of the surrounding properties, would be in-keeping with the overall height of surrounding properties.
- 8.4 The proposed building would have brickwork to the ground and first floors which would be in-keeping with the materials used on the surrounding properties. The proposed mid-grey brickwork colour would not generally exist in the immediate locality and the final specific material colour palette and associated samples could be secured via planning condition to ensure that they are sympathetic to the surrounding built form.
- 8.5 The development would include a recessed third floor with standing seam zinc cladding which offers a distinguishing feature to the building. The proposed development would have a larger footprint than the current building occupying the plot and would make optimal use of the available land. Although close to the front site boundary, there would be a small landscaping buffer between the building and the road. The curved boundary of the site would lend itself to have a building built close to the front boundary and the staggered form of the building would allow separation and relief from the front boundary at the north western and south western points of the site.



- 8.6 The proposed development would be of a contemporary design rather than a pastiche of the Victorian properties that are in the immediate locality. The overall height and massing would not be at odds with the massing of the built form in the immediate locality and, although the built form would increase the overall footprint of the site, it is considered that the development would not constitute an overdevelopment of the site. The contemporary design rather than a Victorian pastiche would differentiate the building from the existing historic built form in the locality. The site is located on a road junction visible from Vincent Road and Morland Avenue and is therefore considered to be a corner plot. SPD2: Suburban Design Guide 2019 states that a contemporary and

innovative approach would be acceptable and corner plots should seek to accommodate additional height and depth. It also states that the built form should respond to the positioning of neighbouring front elevations and that the stepping in footprint to maximise development potential of a corner plot would be an acceptable approach. As a result, a larger building on this corner location is appropriate. The building addresses the road junction location and creates a landmark building feature to the street scene and is considered appropriate. Whilst the proposed development would differ from the predominant building forms in the area, it would not be significantly at odds with the built form of the surrounding properties and the proposal would therefore not have a detrimental impact on the character and appearance of the surrounding area.



Housing quality for future occupiers

- 8.7 The proposal results in an increased density on the site by seven additional residential units with a mix of 3 x 2-bed, four person units, 1 x 2-bed, three person units and 4 x one bed units; three of which will be at ground floor level. The scheme exceeds the density matrix (200-450) as set out within the London Plan at 501 habitable rooms per hectare however given the urban setting, the proximity of the site to the centre of Croydon and the acute need for new homes, it is considered an appropriate density for this site.
- 8.8 The ground floor units would need to be compliant with M4(2) of the Building Regulations providing step free access to these units for any future disabled residents and this would appear to be the case. The London Housing Design Guide standards 3.2.5 and 3.2.6 state that *“all dwellings entered at the fourth floor (fifth storey) and above should be served by at least one wheelchair accessible lift, and it is desirable that dwellings entered at the third floor (fourth storey) are served by at least one such lift.”* As this development is three storeys high, it is not considered that a lift would need to be accommodated and it is considered that compliance with M4(2) rather than M4(3) would be acceptable in this case given the overall scale of the proposed development.
- 8.9 The National Space Standards and the London Plan states that 2-bed, 4 person dwellings should provide a minimum internal floor space of 70m², 2-bed, 3 person dwellings should provide a minimum internal floor space of 61m² and 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 the relevant space standards. Having assessed the room sizes and the associated fenestration detailing on the proposal, the habitable rooms of all proposed units would have a good outlook with the exception of the rear facing bedroom window of unit 7 on the third floor. However, all other rooms within this unit would have a very good outlook and this arrangement would be similar to the outlook provided by a roof window serving a bedroom in the roof space. As such, it is not considered that this would result in significant impact upon the future occupiers to warrant the refusal of permission. All habitable rooms within the proposed building would have adequate sized windows to allow a significant amount of natural light to enter all of the proposed units and it is not considered that a significant solar gain would result given the linear nature of the windows and their recessed reveals.

- 8.10 The proposed development would include private outdoor amenity spaces to serve all three ground floor units and third party comments raised the issue of poor natural light levels for future occupiers. However, the private amenity spaces at ground level would be south east facing and the overall depth of the spaces would allow sufficient natural light into these spaces. Third party comments raise the issue that no natural light will enter these areas after 4pm on most days. However, the three storey flat roofed massing of the building would still allow some natural light into these areas after 4pm and, although some overshadowing may result, it is considered that there would not be a significant detrimental impact upon the living conditions of future occupiers as a result of this development to warrant the refusal of permission.
- 8.11 All upper floor flats will have private amenity space in the form of balconies fronting Vincent Road. The first floor flats will predominantly have recessed balcony areas and the upper floor flats will have balconies which are flush with the build line below. They will provide private outdoor amenity space with sizes which are compliant with the London Plan Housing Standards. The window reveals will still allow sufficient natural light into the main units themselves. There is no communal rear garden however, having calculating the number of children that could use any play-space using the Croydon Local Plan and GLA policy documents, the development would require less than 5 square metres of play space based on the proposed 8 units. It is therefore considered that this on-site provision would not result in a significant amount of play space for future occupiers and a more appropriate solution in this case would be to provide enhanced private amenity spaces to the units. All units exceed the space standard requirements, particularly the ground floor units and the second floor 2-bed units. Further consideration was given to the fact that the nature and location of this corner-plot site would mean that any communal space fronting onto Vincent Road could potentially create safety and surveillance concerns and the quality of the space would not be significantly high. The Council consider that this approach would be acceptable in this case and that, on balance, the standard of accommodation provided by the proposed development would be acceptable for all future occupiers.

Residential amenities of neighbouring occupiers



8.12 The building would adjoin the flank wall of the building to the north (no.4) however it will be set away from this building by approximately 1.9 metres as it projects beyond the existing rear wall of no.4. The building continues to taper further away as it continues rearwards into the site. The separation distance from this building would be an improvement on the current arrangement however it is conceded that the building would be much deeper when viewed from the rear of no.4. The building is stepped further away from the boundary with no.4 as it continues beyond 6.3 metres to lessen the overbearing impact of the built form. The development has also been designed to ensure that it does not project beyond the existing rear wall of the adjoining property to the east (no.50 Morland Avenue). The applicant has undertaken a solar study which forms part of the Planning Statement demonstrating that, although some additional overshadowing would occur, when compared to the existing situation, the design and massing of the development is such that any impact has been minimised and that the impact would not have a significant impact upon the amenities of the occupiers of this adjacent building to warrant the refusal of permission.

8.13 The proposed fenestration on the building has been designed to ensure that the windows do not have any undue impact upon the privacy of the adjoining occupiers (no.2 Vincent Road or no.50 Morland Avenue). All upper floor north east facing windows are capable of being obscure glazed (as they serve non-habitable rooms) or are high level to prevent an outlook upon the rear garden space of no.4. Obscure glazing can be controlled by planning condition. All other habitable room windows and balconies would maintain a generous separation distance from the existing properties on the other side of Vincent Road and no windows would directly overlook the rear garden of no.50 Morland Avenue.

8.14 With regards to potential noise impact from future occupiers, although the residential density on the site would increase the building would need to meet current Building

Regulations standards which include relevant sound proofing measures. Therefore, it is not considered that seven additional residential units in an already dense urban location would result in a significant increase in noise disturbance to warrant the refusal of permission on these grounds. Noise and disturbance during construction works would be controlled by Environmental Health legislation relating to hours of construction and the need for site hoardings and are therefore not material planning considerations.

- 8.15 There is a separation distance of over 14 metres between the proposed building and the properties on the other side of Vincent Road and over 17 metres from the properties on the other side of Morland Avenue. In addition, there would be a significant separation distance from the existing properties in Leicester Road and, given the proposed separation distances and window arrangement, the development would not have a significantly detrimental impact upon the amenities of the occupiers of the properties in either Vincent Road, Morland Avenue or Leicester Road. There would be no significant harm arising to any other residential amenity in the immediate locality.
- 8.16 With regards to third party comments not addressed above, concern was raised regarding the impact that the development would have upon the local doctor's surgeries and school place provision. Given the overall scale of the proposed development and the fact that only three family units are to be provided, it is not considered that the development would have a significant impact upon doctor's surgery and school provision to warrant the refusal of permission on these grounds. In addition, the development would be subject to the Community Infrastructure Levy (CIL), which would contribute financially to both health and education infrastructure.

Transport

- 8.17 The application site is in an area with a Public Transport Accessibility Level (PTAL) accessibility rating of 2 indicating moderately poor access to public transport links and an enhanced reliance on private motor vehicles. It has been noted that a Controlled Parking Zone (CPZ) extension has recently been implemented as of 18th March 2019 which now restricts on street parking within the vicinity of the site. Following an examination of census data (2011) for car ownership associated with flats in the Addiscombe Ward, it indicates the average car ownership for flats to be 0.45 cars per unit. Without any controls on car ownership, the expected car ownership for the development would be around 4 cars. Following a site inspection, it is considered that there is significant parking stress in the area and, although no parking stress survey was submitted with the application, the Council recommend that the applicant is required to enter into a Section 106 agreement preventing residents of the development from applying for on-street parking permits. In addition, given the parking stress which exists in the area, a Construction Logistics Plan would also need to be submitted and approved prior to the start of construction and this could be secured by planning condition.
- 8.18 The proposal does include a car club space with electric charging and this approach is welcomed. It is appropriate for the developer to either lay out the on-street car club bay (at the developers expense) or provide a contribution to the Council to undertake the works. The developer should also provide funding for car club membership for all residents for a period of 3 years from first occupation and also requested that the car club parking space is accessible to the public (i.e. not gated). These requirements can

be secured via the Section 106 agreement if permission is granted and, this is considered to adequately mitigate the potential for additional parking stress.

- 8.19 Covered secure cycle storage is provided in accordance with the standards set out in the London Plan. Cycle parking is shown to be integral to the building and close to the main entrance with the capacity for 12 cycles to serve the future occupiers. The capacity of this store would meet London Plan requirements to serve future occupiers and would be secured by condition to ensure that it continues to conform with London Plan standards.

Refuse storage

- 8.20 Refuse storage is proposed to be integral to the fabric of the building and would be located close to the junction of Vincent Road and Morland Avenue. As it is integral, it would have no impact upon the character or appearance of the area and its location would be acceptable for refuse collection purposes. The agent has provided a layout plan showing that the capacity of this store would meet with the Council's latest Waste and Recycling Guidance and the implementation and retention of this would be secured by planning condition. The Council would require this area to be accessible for future refuse collections and access to the bin store would need to be arranged with the Waste and Recycling Team prior to completion of the development.

Sustainability

- 8.21 Conditions would be imposed requiring a 19% carbon dioxide emission reduction target and a water use target of 110L per head per day, in line with policy requirements. No renewable energy provisions have been shown on the submitted documentation however such provision will be secured by planning condition.

Flood Risk

- 8.22 The site itself is within an area which is at 'very low' risk of surface water flooding. Surface Water Drainage is proposed to be addressed via a combination of existing main sewer connections located on Vincent Road and SUDs in the form of permeable paving in order to disperse surface water and reduce water run-off. This approach is considered to be acceptable and the provision of SUDs can be controlled via a suitably worded planning condition.

Trees and Ecology

- 8.23 The proposed development would involve the loss of an on-site tree. The existing street trees are proposed to be retained. Arboricultural information submitted with the application has been assessed and the Council considered that the street trees to be retained can be adequately protected from damage during the construction phase and that the loss of an on-site tree can be adequately mitigated by the planting of three street trees which have been spread evenly across the site frontage and take into consideration the positioning of the existing street trees to maximise the spread and visual uplift from the roadside. The positioning of the trees will ensure safe access and egress from the car club space and would also allow refuse to be collected without causing access issues. In conclusion, the development would be acceptable from a tree perspective and the implementation of the street trees, including an appropriately chosen species, would be controlled by planning condition. It is not considered that

the positioning of the proposed building would have a detrimental impact on the health (or future risk of intensive pruning) of the existing or proposed street trees.

8.24 The site does not have any known biodiversity or ecology designations. As such, it is considered that the development would not have any undue impact upon ecology or biodiversity. The landscaping for the development would be subject to a planning condition.

Conclusion

8.25 The proposal would result in the optimal redevelopment of the site which would contribute to local housing need by providing a total of eight new homes within the Borough. The development would not be significantly harmful to the character of the area and would not have a significant impact on the amenities of adjoining occupiers. Landscaping, parking and energy systems are all acceptable in principle and can be secured by condition. It is therefore recommended that planning permission is granted.

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

This page is intentionally left blank

Copyright of this drawing is the property of Urban Edge Architecture Limited. It must not be reproduced or amended nor used in the execution of any works whether in conjunction with the proposed works for which it is prepared or otherwise without the express consent in writing of Urban Edge Architecture Limited.



Urban Edge Architecture Limited
One Scotgate Mews, Scotgate,
Stamford, Lincolnshire, PE9 2FX.

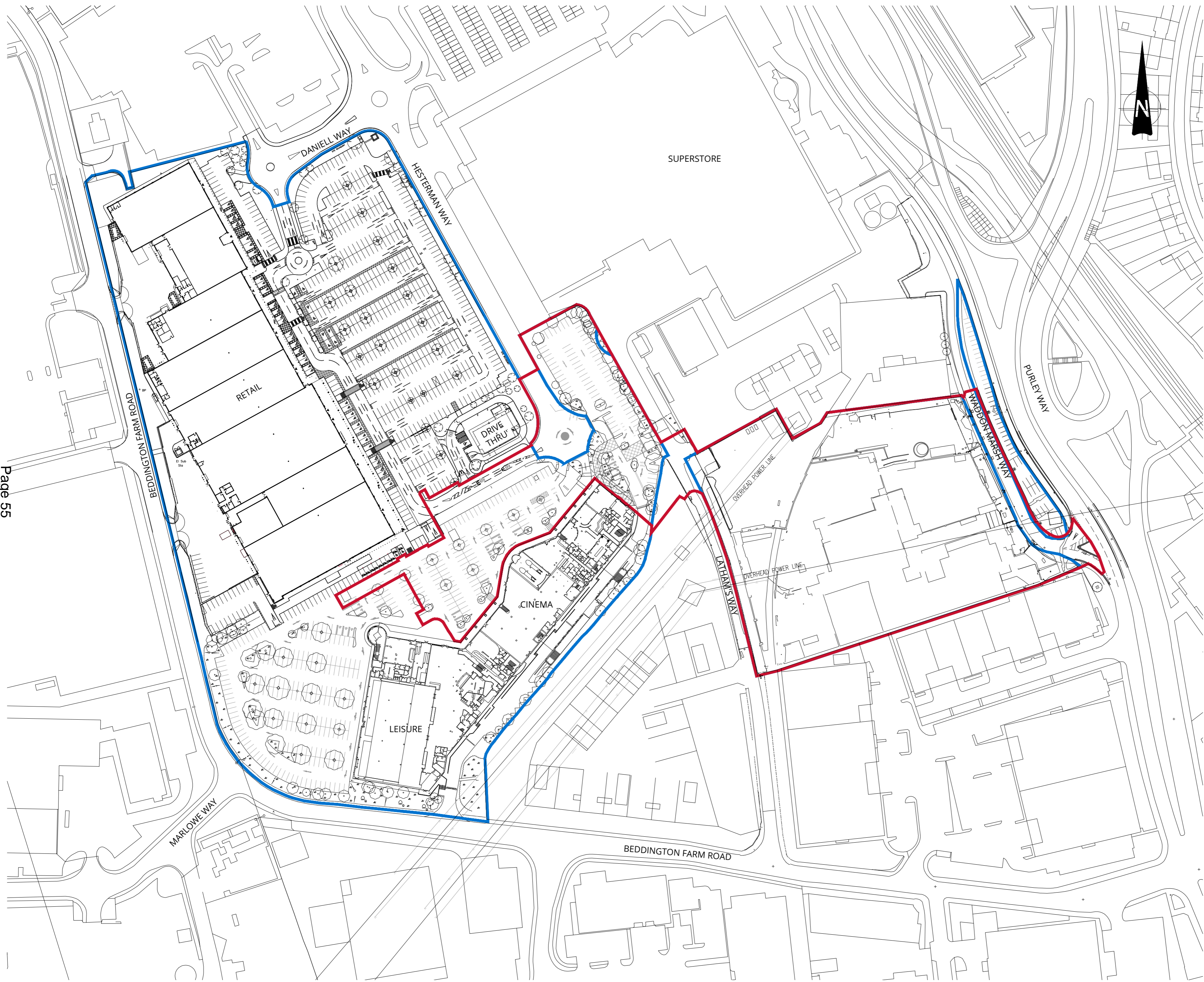
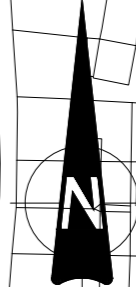
Tel. ++44 (0)1780 755665
Fax. ++44 (0)1780 755360

THIS DRAWING IS FOR PLANNING ONLY AND IS NOT TO BE USED FOR TENDER OR CONSTRUCTION

DRAWING TO BE READ IN COLOUR

SITE ADDRESS:
STEWART HOUSE
WADDON MARSH WAY
CROYDON
CR9 4HS

LEGEND:
 RED LINE APPLICATION BOUNDARY (2.73 Ha / 6.75 Acres)
 SITE OWNERSHIP BOUNDARY



Page 55

SCALE 1 : 1250
SCALE 1 : 1

D04 UPDATED PLANNING ISSUE 30.11.18

Revision Description Date



Client **MAIZELANDS LIMITED AND ARRINGFORD LIMITED**
C/O ABERDEEN STANDARD INVESTMENTS

Project **FORMER STEWART PLASTICS REDEVELOPMENT**

Drawing **SITE LOCATION PLAN**

Scale 1:1250@A2 Drawn YXX
Date NOVEMBER 2018

Project No. Drawing No. Revision
1931 URB SP [08] 00 01 D04

PLANNING

Agenda Item 6.2

This page is intentionally left blank

PART 6: Planning Applications for Decision

Item 6.2

1 SUMMARY OF APPLICATION DETAILS

Ref: 18/02663/FUL
 Location: Waddon Marsh Way, Croydon CR9 4HS
 Ward: Broad Green
 Description: Demolition of the existing buildings, hardstanding and car parking on the site. The erection of up to 11,398sqm (GEA) of new floorspace, arranged as 3no. 1-2 storey buildings for industrial, warehousing and ancillary use (Use Classes B1b, B1c, B2 and/or B8); a single storey security hut; and a single storey substation. The construction of a new road linking Hesterman Way to Purley Way via Waddon Marsh Way. Reconfiguration of car park spaces (with 13 additional spaces), external landscaping, 1.8-3.0m high boundaries, access gates, freestanding bin stores, plant and equipment, covered cycle stores, service yards and associated works.

Approved Documents: Existing Plans: URB-SP-80-00-01-D04-Site Location Plan; URB-SP-80-00-02-D04-Site Block Plan As Existing; 18101 EF (Existing) Elevations 1,2,3&4; 18101 PF First & First Mezzanine Floor Plans; 18101 P2F Second Floor Plan; 18101 PGF Ground & Ground Mezzanine Floor Plans.
Proposed Plans: URB-SP-80-00-03-D04-Site Block Plan As Proposed; URB-SP-80-00-06-D04-Site Ground Floor Plan As Proposed Sheet 1 of 2; URB-SP-80-00-07-D00-Site GF Plan As Proposed Showing Site Constraints; URB-SP-80-00-12-D04-Demolition Site Plan; URB-SP-80-00-13-D03-Security Hut Ga Plan As Proposed; URB-SP-80-00-19-D04-Site Ground Floor Plan As proposed Sheet 2 of 2; URB-SP-80-20-05-D03-Security Hut Roof Ga Plan As Proposed; URB-SP-80-70-05-D03-Security Hut Elevations As Proposed; URB-SP-80-80-05-D03-Security Hut Sections As Proposed; URB-SP-80-90-02-D04-Existing Services Constraints Plan; URB-SP-90-00-01-D01-Typical Tree Pit Detail; URB-SP-97-00-01-D02-Hard Landscape Plan - Sheet 1 Of 4; URB-SP-97-00-02-D02-Hard Landscape Plan - Sheet 2 Of 4; URB-SP-97-00-03-D02-Hard Landscape Plan - Sheet 3 Of 4; URB-SP-97-00-04-D02-Hard Landscape Plan - Sheet 4 Of 4; URB-SP-97-90-01-D01-Typical Paving Details; URB-SP-98-00-01-D03-Detailed Soft Landscape Proposal Sheet 1 Of 4; URB-SP-98-00-02-D03-Detailed Soft Landscape Proposal Sheet 2 Of 4; URB-SP-98-00-03-D03-Detailed Soft Landscape Proposal Sheet 3 Of 4; URB-SP-98-00-04-D03-Detailed Soft Landscape Proposal Sheet 4 Of 4; URB-SP-A6-98-01-D02-Indicative Planting Palette; URB-SP-A6-98-02-D01-Detailed Landscape Specification Standard Notes; URB-Z1-80-00-01-D00-Zone 1 GA Plans As Proposed; URB-Z1-80-20-01-D00-Zone 1 Roof Plan As Proposed; URB-Z1-80-70-01-D00-Zone 1 GA Elevations As Proposed; URB-Z1-80-80-01-D00-Zone 1 GA Sections As Proposed; URB-Z2-80-90-01-D00-Zone 2 GA Plans As Proposed; URB-Z2-80-90-02-D00-Zone 2

Elevations_Sections As Proposed; URB-Z3-80-00-01-D00-Zone 3 GF Plan As Proposed (1 of 2); URB-Z3-80-00-02-D00-Zone 3 GF Plan As Proposed (2 of 2); URB-Z3-80-20-01-D00-Zone 3 Roof Plan As Proposed; URB-Z3-80-20-02-D00-Zone 3 Roof Plan As Proposed (2 of 2); URB-Z3-80-70-01-D00-Zone 3 Elevations As Proposed (1 of 2); URB-Z3-80-70-02-D00-Zone 3 Elevations As Proposed (2 of 2); URB-Z3-80-80-01-D00-Zone 3 Sections As Proposed.

Applicant: Maizelands Limited and Arringford Limited
 Agent: Montagu Evans LLP
 Case Officer: Jan Slominski

Table 1.1 Floorspace Areas (GEA)

Type of floorspace	Amount existing / demolished	Amount proposed	Amount lost
Industrial	22,100 sqm	11,398 sqm	10,702 sqm

Number of car parking spaces	Number of cycle parking spaces
58 (net increase of 13)	60

- 1.1 This application is being reported to the Planning Committee in accordance with the Constitution because the recommendation is for approval, and the development is for the erection of buildings with gross floorspace of 10,000 square metres or more.

2 RECOMMENDATION

- 2.1 That the Planning Committee resolve to GRANT planning permission subject to:

- A. Any direction by the London Mayor pursuant to the Mayor of London Order
- B. The prior completion of a section 106 legal agreement to secure the following planning obligations:
 - a) Travel Plan and monitoring;
 - b) Car club (1 bay);
 - c) Air quality contribution of £2,300;
 - d) Local Employment and Training Strategy and Contribution (construction and operation);
 - e) A separate legal agreement for the proposed highways works; including works to the junction with Purley Way and the adoption of the new road;
 - f) A restriction to the timing of opening of the new road, to incentivise delivery of the site's employment benefits as soon as possible;
 - g) A new cycle route and landscaping on the area of land adjoining the site, between Waddon Marsh Way and Purley Way;
 - h) Payment of the Council's legal fees and a section 106 Monitoring Fee of £7,500; and
 - i) Any other planning obligation(s) considered necessary by the Director of Planning and Strategic Transport.

- 2.2 That the Director of Planning and Strategic Transport has delegated authority to negotiate the legal agreement indicated above.

2.3 That the Director of Planning and Strategic Transport has delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

- 1) 3 Year Commencement (Compliance)
- 2) Approved Plans (Compliance)
- 3) Use Classes (Compliance)
- 4) Accessible design (Compliance)
- 5) Plant and Machinery Noise (Compliance)
- 6) Secured by Design (Compliance)
- 7) Hours of Use (Compliance)
- 8) Construction Logistics Plan (Prior to Commencement)
- 9) External Lighting (Prior to specific works)
- 10) Car park management plan (Prior to Occupation)
- 11) Contamination (Compliance)
- 12) Infiltration Drainage (Compliance)
- 13) Piling (Compliance)
- 14) Cycling Facilities (Prior to Occupation of each unit)
- 15) Materials and Details (Prior to Superstructure)
- 16) Landscaping and Trees (Prior to Superstructure)
- 17) Refuse Storage (Compliance)
- 18) Energy Efficiency and Sustainability (Compliance)
- 19) BREEAM (Compliance)
- 20) Mezzanine Layouts (Prior to Occupation)
- 21) Flood Risk (Prior to Commencement)
- 22) Archaeology (Prior to Commencement)
- 23) Any other planning condition(s) considered necessary by the Director of Planning and Strategic Transport

Informatives

- 1) Community Infrastructure Levy
- 2) Construction Logistics
- 3) Thames Water (Sewers)
- 4) Thames Water (Groundwater)
- 5) Thames Water (Surface Water)
- 6) Thames Water (Water Pressure)
- 7) GLAAS (Archaeology)
- 8) Subject to Legal Agreement
- 9) Removal of Site Notices
- 10) Any other informative(s) considered necessary by the Director of Planning and Strategic Transport

2.4 That, if by three months from the date of the Committee's resolution the legal agreement has not been completed, the Director of Planning and Strategic Transport has delegated authority to refuse planning permission.

3 PROPOSAL AND LOCATION DETAILS

Proposal

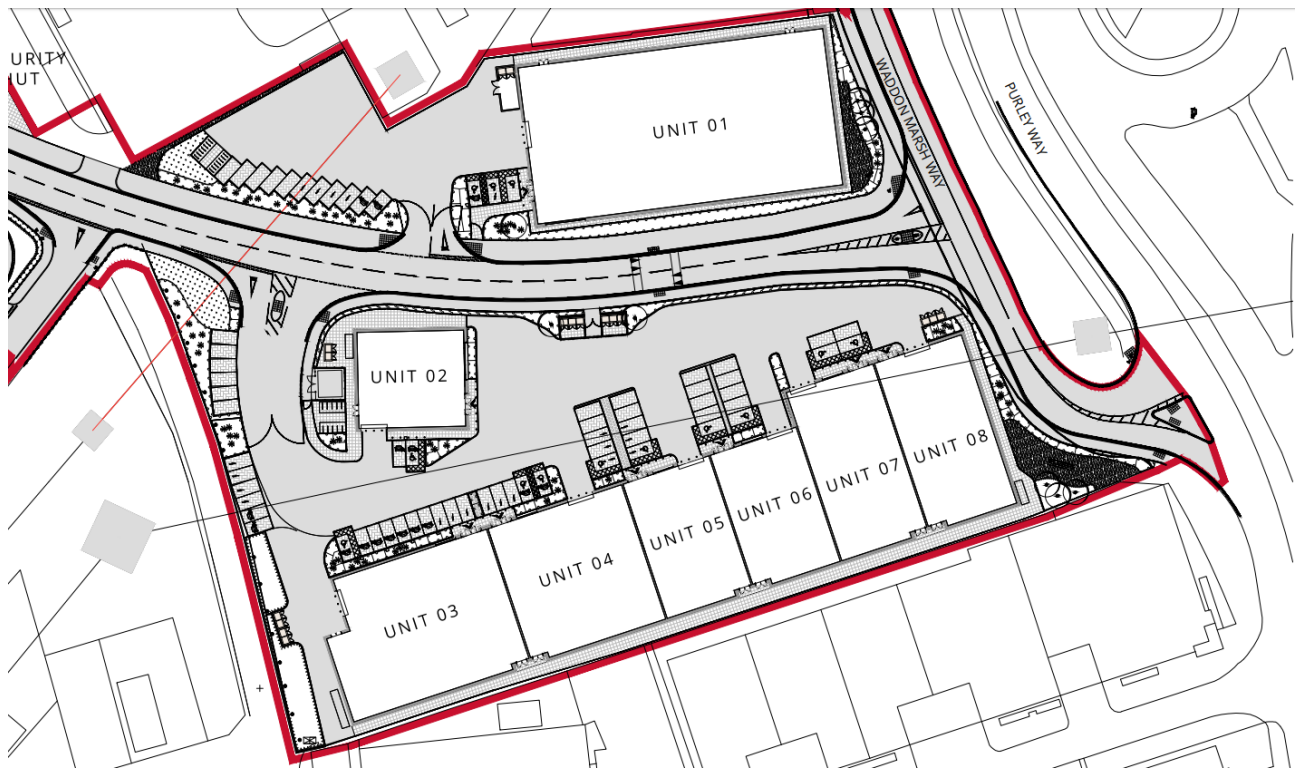


Figure 3.1 Extract from proposed Block Plan

3.1 The proposal comprises:

- Demolition of the existing buildings, hardstanding and car parking on the site;
- Erection of up to 11,398sqm (GEA) of new floorspace, arranged as 3no. 1-2 storey buildings for industrial, warehousing and ancillary use (Use Classes B1b, B1c, B2 and/or B8); a single storey security hut; and a single storey substation;
- Construction of a new access road from Purley Way via Waddon Marsh Way; which would continue through to Valley Park, with pavements and a cycle lane.
- Reconfiguration of car park spaces, and the provision of car parking and servicing areas for the proposed buildings;
- Covered cycle stores;
- External soft landscaping;
- 1.8-3.0m high boundaries and access gates; and
- Freestanding bin stores, plant and equipment.

3.2 The application has been significantly amended since it was originally submitted, in response to concerns raised by Council officers and the Greater London Authority.

3.3 Following concerns that the proposal would not maximise the amount of new industrial floorspace, partly due to the size of the proposed new road, the proposed layout was changed. The road was redesigned to be routed through the most constrained parts of the site (due to underground services and overhead power cables) to minimise dead space, and maximise the space available for new buildings. Space was added for a cycle route to enable more sustainable access through the

site. The servicing yards and landscaped areas were made more efficient, and as a result the proposed buildings have been increased in size by 42%.

Site and Surroundings

- 3.4 The application site comprises the former Stewart Plastics Factory Site, at Waddon Marsh Way, Croydon CR9 4HS; and includes adjacent hardstanding, part of Latham's Way, part of the car parking area at Valley Retail Park, part of Hesterman Way, and part of Waddon Marsh Way.



Figure 3.2 3D Aerial View

- 3.5 The site is approximately 2.75ha in area with a Public Transport Accessibility Level (PTAL) of 2 (on a scale of 0-6b, where 6b is the most accessible). The site is not well served by public transport, but there are bus stops on Beddington Farm Road (approx. 500m away) and trams from Waddon Marsh tram stop (approx. 650m walking distance via a crossing over the dual carriageway/A23).
- 3.6 The site currently comprises a large warehouse building (ca. 22,100 sqm GIA), and an area of hardstanding. The building is in a poor state of repair and appears to have been vacant since 2012, and since suffered from fire damage.
- 3.7 The site is within an Archaeological Priority Area, a Strategic Industrial Area (A Tier 1 Employment Location), and Flood Zone 2.
- 3.8 The site is adjacent to the IKEA superstore (including service yard and car park) to the north; Waddon Marsh Way and Purley Way to the east; a business park comprising 2-storey brick and metal shed buildings and car parking to the south; Latham's Way, Valley Retail Park and Valley Leisure Park to the west; and the Latham's Way Gypsy and Traveller site to the south west, which comprises approximately 19 pitches.
- 3.9 Purley Way (A23) is a dual carriageway, a classified road, and part of the Transport for London Road Network.
- 3.10 The area is predominantly used for out of town warehouse/shed type uses, including a mix of industrial, storage and distribution uses, out of town retail warehouses, and the Valley Leisure Park which includes a bowling alley, cinema and restaurants. The

buildings are generally 2-3 storeys high, separated by vast areas of hardstanding used for surface car parking.

Planning History

3.11 The following planning decisions are relevant to the application:

The Application Site

- 3.12 17/03087/PAD “Demolition of existing building (Prior Approval)”. Approved 13 Jul 2017. Not implemented, pending the outcome of the current application.
- 3.13 18/02663/ENV “EIA Screening associated with Planning Application 18/02663/FUL for: Demolition of the existing buildings, hardstanding and car parking on the site. The construction of a new road linking Hesterman Way to Purley Way via Waddon Marsh Way. The erection of up to 8,033sqm (GEA) of new floorspace, arranged as 4no. 1-2 storey buildings for industrial, warehousing and ancillary use (Use Classes B1b, B1c, B2 and/or B8); a single storey security hut; and a single storey substation. The provision of 183 car parking spaces, external landscaping, 1.8-3.0m high boundaries, access gates, freestanding bin stores, plant and equipment, covered cycle stores, service yards and associated works”. Screening Opinion issued (Environmental Impact Assessment Not Required) 04 Jul 2018.

Nearby Sites

- 3.14 16/04349/FUL Progress House, 15 - 21 Progress Way. “Demolition of existing buildings and erection of three buildings comprising a car showroom, vehicle workshop, MOT and valet facility, associated car parking and landscaping.” Permission Granted 12 Jan 2017. Implemented.
- 3.15 17/02033/PA8 Ampere Way DNS “Siting of a 15 metre high telecommunication tower with 3 antennas and 2 dishes attached, and with ancillary equipment cabinets and development” Approved 08 Jun 2017.
- 3.16 18/00897/FUL Ikea, Volta Way. “Alterations: provision of a new pedestrian access and reconfiguration of part of car park, resulting in removal of 10 parking spaces, and provision of associated landscaping.” Permission Granted 16 May 2018. Implemented.
- 3.17 16/06053/FUL Unit A-G 20 Daniell Way. “Alterations and refurbishment of retail terrace to include the re configuration of the floorspaces and the erection of extension, subdivision of Unit A to create 2no. retail units, alterations to car park and site layout.” Permission Granted 18 Jan 2017.
- 3.18 There is further planning history of less direct relevance in the surroundings.

4 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 4.1 The site is home to a large plastic manufacturing facility, which has been derelict since 2012 and does not provide significant employment opportunities. Following its demolition, the proposal would provide 11,398sqm of new industrial floorspace within three buildings, with mezzanine floors, servicing areas and flexibility for subdivision to accommodate multiple businesses. Although there would be a net reduction of employment floorspace, contrary to the Croydon Local Plan, it would maximise the

site's employment floorspace given its constraints (in terms of power lines and underground services) and would support its designation as a Tier 1 Employment Site. The proposal would create opportunities for light industrial, storage and distribution jobs, and would therefore accord with the broader aims of the Local Plan.

- 4.2 The proposal's design would balance intensive and efficient use of the site with a tidy and attractive appearance, including new landscaping, pavements and provisions for cycle routes. The access route to the new buildings would continue through to the Valley Park Retail and Leisure Park (and potentially a future local centre), and would provide improved access by vehicles, pedestrians and cycles.
- 4.3 The proposed development would effectively re-use a vacant brownfield site to address the aims of the Croydon Local Plan. It would support local job creation and contribute to the local economy, and improve opportunities for cycling. Subject to the relevant planning conditions and the agreed section 106 obligations it would be socially, economically and environmentally sustainable. It would therefore represent a sustainable form of development.

5 CONSULTATION RESPONSES

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

- 5.2 The following were consulted regarding the application:

Lead Local Flood Authority ("LLFA") (Statutory Consultee)

- 5.3 No objection subject to a condition requiring agreement from Thames Water to agree the proposed connection point and discharge rates into the sewer network (*OFFICER COMMENT: Condition 21 is recommended requiring agreement from Thames Water prior to the development commencing*).

Transport for London (TFL) (Statutory Consultee)

- 5.4 TFL requested traffic modelling to be undertaken to ascertain the likely impacts and any mitigation required. That work was undertaken and TFL has confirmed that subject to the recommended conditions and s.106 obligations, the proposal is acceptable. (*OFFICER COMMENT: Conditions are recommended to secure a Construction Logistics Plan, appropriate car park management, and sustainable and accessible transport measures, alongside a travel plan and highways works to be secured by the section 106 agreement*)

Greater London Assembly (GLA) Stage 1 (Statutory Consultee)

- 5.5 The GLA were consulted on the initial scheme and raised concerns that the proposal would not maximise business floorspace, including that the proposed road would result in inefficient use of land. (*OFFICER COMMENT: The scheme has since been amended with a 42% increase in business floorspace and a more efficient layout. The GLA officer has since informally reviewed the revised plans, and following the Council's resolution the scheme will be referred back to the GLA for a Stage 2 resolution.*)

The Environment Agency (Statutory Consultee)

- 5.6 No objection subject to conditions relating to contamination, sustainable drainage, and piling. (*OFFICER COMMENT: The relevant conditions are recommended*)

Health and Safety Executive (Statutory Consultee)

- 5.7 No objection on safety grounds.

Thames Water (Statutory Consultee)

- 5.8 No objection. (*OFFICER COMMENT: A informative is recommended to highlight the informal advice and contact details for Thames Water*)

Greater London Archaeological Advisory Service (GLAAS) (Statutory Consultee)

- 5.9 No objection subject to a condition requiring a written scheme of investigation (*OFFICER COMMENT: A condition is recommended*).

Designing Out Crime Officer

- 5.10 No objection, subject to the proposal achieving security requirements of Secured by Design (*OFFICER COMMENT: A condition is recommended*).

5.11 London Borough of Sutton

- 5.12 No objection, subject to an appropriate Construction Logistics Plan to avoid adverse highway impacts (*OFFICER COMMENT: A condition is recommended*)

6 LOCAL REPRESENTATION

- 6.1 The application was publicised by way of 6 site notices displayed in the vicinity of the application site and notices in the local press, initially on receipt of the application and for a second time following receipt of the amended plans.
- 6.2 One response was received from a local business, raising no objection in principle, but stating that the works should not make the traffic on Purley Way worse, either during the construction works or after the development is completed. (*OFFICER RESPONSE: The proposed road will only permit northbound traffic to leave and enter the site, thereby displacing the impacts of the junction to the north of the site and having a limited impact on traffic on Purley Way, especially as there are traffic lights to the south, creating a natural traffic gap. Purley Way is managed by Transport for London who assessed the scheme and raised no objection. A Construction Logistics Plan condition is recommended to avoid unacceptable construction traffic impacts*).

7 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 and any other material considerations.

National Guidance

- 7.2 The National Planning Policy Framework (NPPF, 2019) and online Planning Practice Guidance (PPG) are material considerations which set out the Government's priorities for planning and a presumption in favour of sustainable development.
- 7.3 The NPPF seeks to secure positive growth in a way that effectively balances economic, environmental and social progress for this and future generations. The following NPPF key issues are relevant to this case:
- Building a strong, competitive economy
 - Ensuring the vitality of town centres
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Making effective use of land
 - Achieving well-designed places
 - Meeting the challenge of climate change and flooding
 - Conserving and enhancing the natural environment
 - Requiring good design.

Development Plan

- 7.4 The Development Plan comprises the London Plan 2016, the Croydon Local Plan 2018, and the South London Waste Plan 2012.
- 7.5 A replacement Draft London Plan has been subject to public consultation, and Examination in Public commenced in January 2019. The current 2016 London Plan is still the adopted Development Plan, and although the Draft London Plan is a material consideration in planning decisions at present it carries limited weight.
- 7.6 The relevant Development Plan policies are listed in Appendix 1.

Supplementary Planning Guidance (SPG) / Document (SPD)

- 7.7 The relevant SPGs and/or SPDs are listed in Appendix 1.

8 MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by the application that the committee must consider are:
1. Land Use
 2. Design
 3. Highways and Transport
 4. Neighbour Amenity
 5. Sustainable Design

Land Use

Loss of existing building

- 8.2 The site is currently home to a large 1950s plastic manufacturing facility, formerly home to "Stewarts Plastics" who have since relocated to a modern industrial building

outside of London. Although the building has a large amount of floorspace, it is subdivided into irregular spaces without flexibility for other uses or appropriate external servicing and yard areas for modern servicing requirements. The site is in poor condition, it has been vacant since 2012 and suffered from fly tipping and vandalism, and is not serving any useful purpose in its current state. Prior approval has been granted for the demolition of the building (reference 17/03087/PAD), which would not require planning permission. Therefore the loss of the building is accepted.

- 8.3 The site is within a Strategic Industrial Location (a “Tier 1” employment site), within which Croydon Local Plan (CLP) Policy SP3 offers strong protection for industrial and warehousing activities with no loss of Class B1b, B1c, B2 and B8 floorspace permitted.
- 8.4 As the proposal would result in the loss of existing employment floorspace it would not comply with Policy SP3 and approving the proposal would be a departure from the development plan.

New Industrial, Storage and Distribution Buildings

- 8.5 The broader aim of Policy SP3 is to encourage innovation and investment into the borough to support enterprise and increased employment for the benefit of all Croydon. This aim is supported by the London Plan Policy 2.17, the Land for Industry and Transport SPG 2012, the NPPF and the Government’s Industrial Strategy, which together set out a vision to drive productivity improvements across the UK and place significant weight on the need to support economic growth and productivity.
- 8.6 The site is subject to several constraints, which came into effect after the existing building was built. The applicant has advised (and evidenced) that following demolition of the existing building, it would not be possible to construct a building of the same height and layout due to these constraints. There is a “No Build Zone” imposed by UK Power Networks due to the location of high voltage electricity cables below the site, and the position of a pylon to the north, in addition to height restrictions of 7m and 12m on various parts of the site due to the overhead high voltage power cables.
- 8.7 Figure 8.1 Constraints Plan show the constraints on the site, and how the proposed development is directed away from the No Build Zone (in red), with height restrictions of 7m (in green) and 12m (in blue) also shown.

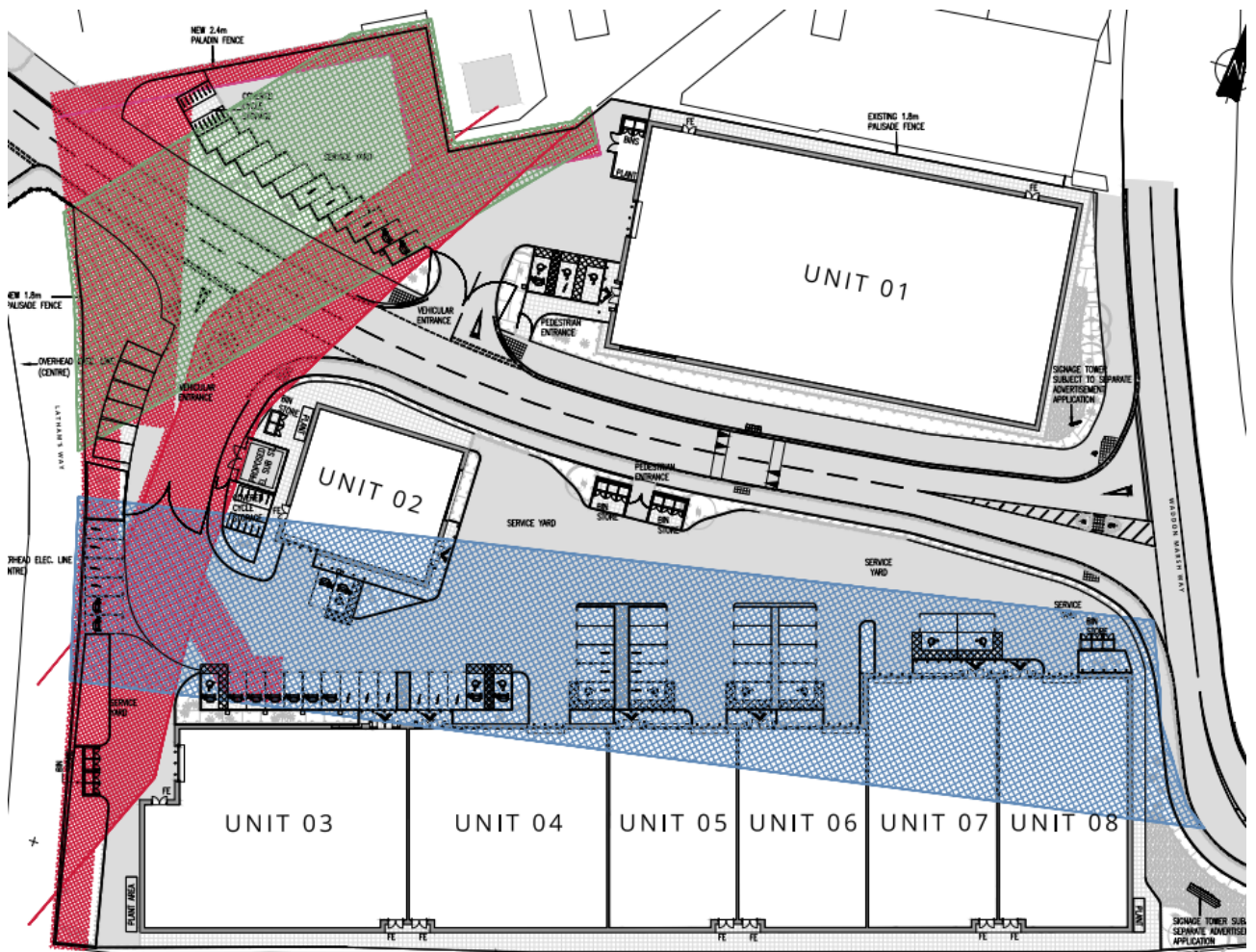


Figure 8.1 Constraints Plan

- 8.8 The application is for the full range of B-Class uses, excluding offices (although ancillary office spaces would be permitted). The applicant has provided market information which demonstrates that large format occupiers (4,000sqm +) require internal ceiling heights of 12m, which would not be possible on the majority of the site due to the height restrictions. As a result, a cluster of smaller and medium sized units with lower internal height requirements is proposed. There would be 11,398sqm of modern, flexible employment floorspace which would be fit for purpose, adaptable for a range of light industrial, storage and distribution uses, and well served by external servicing yards, tall HGV docks / shutter doors, and industrial height spaces of 7-8m (resulting in external heights of 9.5-10.75m) which could accommodate mezzanines. There would be access to the site via the new road for large distribution vehicles, with on-site servicing bays, turning spaces and electric vehicle charging points. The design and arrangement of buildings would also allow easy subdivision or amalgamation and the flexibility to accommodate various business needs.
- 8.9 The amount of business floorspace has been increased by 42% during the lifetime of the planning application, and following the amendments it would reasonably maximise the amount of floorspace for storage, distribution and light industrial uses on the site.
- 8.10 The proposal would provide the right type of employment floorspace for the site's designation as a Strategic Industrial Location, and would accord with the aims of

Policy SP3. The proposed buildings and uses are therefore considered to maximise the employment floorspace despite the build zone constraints, and would therefore be acceptable in principle.

Proposed Road and Ancillary Buildings

- 8.11 The proposal includes a new road through the site, linking through from Purley Way to Valley Park. New infrastructure which provides improved accessibility to Strategic Industrial Locations is supported by London Plan Policy 2.7.
- 8.12 Although any industrial development on the site would require an access road with turning circles and circulation space, when the application was first submitted officers and the GLA raised concerns that the proposed road through the site would be excessive and result in inefficient use of employment land. As the site is in a Strategic Industrial Location, it is important that the employment benefits of the scheme take precedence over improved access to Valley Park.
- 8.13 The design of the proposed road was amended during the application process to more closely align with the No Build Zone, and narrowed from 10m to 7.3m, whilst still allowing pavements and a cycle route. As a result more space on the site was made available for buildings, and the amount of employment floorspace was increased by 42% (from 8,033sqm to 11,398sqm).
- 8.14 In order to ensure that employment benefits come forward before the new road is open to the public, the draft legal agreement places a restriction on the opening of the new road. This will make it impossible to open the road to the public without first having constructed all of the units to practical completion and made them available for use. A further legal obligation is also placed on the developer to bring forward the letting of the units, including pre-lets where possible, in order to maximise and expedite the scheme's employment benefits. These restrictions are agreed with the developer and will ensure that the site's employment potential takes precedent over the proposed road.
- 8.15 Subject to the restrictions outlined above, the new road would support the proposed business uses, and in its redesigned form would allow the proposal to reasonably maximise the amount of floorspace for storage, distribution and light industrial uses on the site.
- 8.16 Following the delivery of employment floorspace on the site, CLP Policy DM36.2 identifies the potential for a future new Local Centre at Valley Park, and requires development opportunities (including public realm improvements) to be undertaken in a cohesive and coordinated manner. Although there are no current proposals for a new Local Centre, the proposed road would provide increased permeability with new pedestrian, cycle and vehicle access from Purley Way to Valley Park.
- 8.17 The proposal would also include a security hut and freestanding stores for bins and cycles, which would be integrated into the site layout and would support the uses on the site. No objection is raised to those structures.
- 8.18 As a result of the proposed road, Latham's Way would be stopped up. There is currently a Gypsy and Traveller site on Latham's Way, and although there are no current plans to do so, the stopping up may create future potential for additional

itches if the demand arises in future, in compliance with CLP Policy SP3 and the anticipated future need for 36 additional pitches identified by CLP Policy SP2.9.

Land Use Balance and Summary

- 8.19 Although the proposal would result in the loss of employment floorspace, is it accepted that the existing floorspace does not provide useful employment floorspace or local jobs.
- 8.20 Following the demolition of the existing building, the proposal would maximise appropriate employment floorspace on the site. Although there would be a net reduction in employment floorspace it has been justified, with regard to the site's constraints and No Build Zone, and it is accepted that it would not be possible to provide the same amount of employment floorspace for the priority land uses in the Strategic Industrial Location. The proposal has been amended to maximise the provision of functional, flexible and high quality floorspace for storage, distribution and light industrial uses, and would broadly accord with the aims of the Local Plan and the NPPF. It would therefore be acceptable in principle.

Design



Figure 8.2 View 1 (New Road, looking West from Waddon Marsh Way)

Proposed Buildings

- 8.21 The site's surroundings are characterised by industrial shed type buildings, with IKEA to the north, and Croydon Business Centre to the south. The proposed development would consist of large industrial shed buildings. The external materials and detailing would be simple and function-led without excessive ornamentation, and the scale of the proposed buildings would be consistent with the surroundings. A condition is recommended to secure appropriate materials and details in order to ensure a high quality appearance.

Landscaping and Trees

- 8.22 There are very few existing trees near to the existing building. There would be limited soft landscaping as a result of the need to maximise useable space, but opportunities would be taken to provide planting alongside the boundaries and pedestrian areas. As a result of the development, Waddon Marsh Way would be

connected to the new road and upgraded with new pavements and kerbs, with opportunities for verge planting and trees to be secured by a landscaping condition.

- 8.23 The area between Waddon Marsh Way and the raised section of Purley Way is restricted due to another pylon and overhead power cables, and there is a legal restriction giving the Highway Authority access to Purley Way for maintenance, however it is in the same ownership as the site and a planning obligation is recommended to require commensurate landscaping upgrades to ensure an appropriate environment for pedestrians and cyclists.

Highways and Transport

Proposed Road

- 8.24 There is currently no through route via the site from Valley Park to Purley Way. The proposed new road would link Hesterman Way (within Valley Park) with Purley Way, via the existing Waddon Marsh Way junction. At present all traffic exiting Valley Park to Purley Way must travel north onto Ampere Way, and onwards to a junction with Purley Way. For northbound traffic this can cause issues, as vehicles exiting IKEA have greater priority than those exiting Valley Park which results in queues at peak times.
- 8.25 The proposal would re-route northbound traffic from Valley Park, and allow access to the northbound lanes on Purley Way via the site.
- 8.26 As the proposed road would re-route existing northbound traffic from Ampere Way to Purley Way, it would not create a significant volume of traffic movements on Purley Way and therefore the impacts would be minimal. TFL have raised concerns about potential delays on Purley Way caused by additional traffic or vehicle movements, but they also confirmed that those impacts could be addressed through improved signage and road marking which will form part of the highways works secured through the section 106 agreement. TFL confirmed the proposal is acceptable subject to the recommended section 106 agreement and planning conditions.
- 8.27 The proposed road would include a wide pavement with a cycle lane, and a north-south cycle route (to be secured by a planning obligation and a planning condition) to link to potential future cycle routes on Purley Way (to the south), and towards Ampere Way with its tram stop (to the north).
- 8.28 A further, albeit minor, benefit of the new road is improved access for large vehicles to the servicing yard at IKEA, which will improve the flow of traffic.
- 8.29 Pedestrian and Cycle audits were submitted with the application, in addition to a Healthy Street Assessment of the new road design. The proposal would take reasonable opportunities to promote walking and cycling, with appropriate pavement widths and landscaping providing an acceptable environment.

Sustainable Transport

- 8.30 The site has a Public Transport Accessibility Level (PTAL) of 2, and is within walking distance of buses on Beddington Farm Road and Ampere Way, and tram stops at Waddon Marsh and Ampere Way. Although the nature of the proposed uses would result in large vehicles entering and exiting the site for business purposes, employees and visitors would be able to access the site using public transport.

- 8.31 A Framework Travel Plan was submitted with the application. An updated plan and monitoring are to be secured by the section 106 agreement, to minimise vehicle use in favour of walking, cycling, and public transport.
- 8.32 One car club bay is to be provided on the site (which the applicant has advised is likely to be used by a van), with the monitoring, management and use of that bay (subject to demand) to be secured through the section 106 agreement.
- 8.33 As well as the new cycle route, 60 cycle storage spaces (split between short term visitor & staff parking) and access to end of trip facilities (shower and locker facilities) are to be secured by a planning condition in compliance with the London Plan.
- 8.34 A deliveries and servicing plan for the proposed units is to be secured by a planning condition.
- 8.35 58 car parking spaces are proposed to serve the new industrial buildings, of which at least 10% will be blue badge spaces to be secured by a condition. As a result of the proposed road, the reconfiguration of the Valley Retail and Leisure car park will result in a reduction of car parking spaces, which is supported given the improved access for pedestrians and cycles. Overall there would be a net increase of 13 parking spaces across the site.
- 8.36 All parking bays are to be capable of being converted to electric charging bays, with electric charging points to be secured by a condition to allow charging of both private cars and goods vehicles during the delivery window period. 50kW rapid charging points are recommended to allow rapid charging for larger vehicles. A car parking management plan is to be secured by a condition, to ensure effective management of the electric charging points with regard to TFL guidance on car parking management and car park design.

Neighbour Amenity

- 8.37 The closest residential neighbours are at the Gypsy and Travellers site on Latham's Way. The proposed development would be smaller, with lower buildings further away from the boundary with Latham's Way than the existing buildings. As a result the relationship with neighbours in terms of daylight and sunlight, privacy, sense of enclosure, and disturbance, will either be similar to the existing situation, or substantially improved. In order to limit noise and disturbance to residents, a condition is recommended to limit noise from plant and equipment at the development, in addition to a further condition limiting hours of use unless it can be demonstrated that 24 hour operation could be carried out without harm to living conditions.

Sustainable Design

Energy and Sustainable Design

- 8.38 The submitted energy and sustainability strategies set out how the development will meet the policy requirements to achieve BREEAM "Excellent" and a 35% CO2 reduction beyond Building Regulations Part L (2013). Conditions are recommended to ensure compliance with those standards.

Flooding

- 8.39 No objection was raised by Thames Water.
- 8.40 The Local Lead Flood Authority (LLFA) considered the proposal and following receipt of additional information from the applicant, raised no objection to the proposed sustainable drainage strategy. Two conditions are recommended: condition 21 to ensure that permission is granted by Thames Water for future connection to the sewer network (recommended by the LLFA); and condition 11 preventing infiltration drainage takes place, in order to avoid groundwater pollution caused by contamination from the site (recommended by the Environment Agency).

Other Planning Matters

Employment and Training

- 8.41 The proposed development will result in construction jobs, and a planning obligation is recommended to secure work placements and skills training for local people both during the construction phase and during the lifetime of the development.

Environmental Health

- 8.42 The submitted ground investigation and risk assessment identifies low risk of the spread of contaminants and no requirement for remedial measures. The Environment Agency has confirmed that this is acceptable subject to the recommended conditions to deal with unexpected contamination, surface water drainage, and penetrative foundations (for example piling).
- 8.43 Conditions are recommended to limit light pollution and the noise level from any air handling units, mechanical plant, or other fixed external machinery at the nearest sensitive receptor (currently the Gypsy and Traveller pitches on Latham's Way).
- 8.44 A further condition is recommended to secure an Air Quality assessment and mitigation to ensure an "air quality neutral" development, in addition to a financial contribution secured through the section106 agreement.

Safety

- 8.45 The site layout is designed to minimise opportunities for crime, including buildings which would face the road with activity and passive surveillance to pedestrian routes where possible. A condition is recommended to require the proposal to achieve the security requirements of Secured by Design.
- 8.46 The site is affected by the presence of underground and overhead high voltage power lines. The proposal would not introduce hazardous uses into a sensitive area, and no objection was raised by the Health and Safety Executive.

Construction Management

- 8.47 A Construction Logistics Plan is to be secured by a planning condition, with particular regard to the amenities of the Gypsy and Traveller pitches on Latham's Way, the need to maintain the free flow of strategic haul routes, and nearby works (for example on Ampere Way).

Archaeology

- 8.48 The site lies in an area of archaeological interest. An archaeological desk-based assessment was submitted and reviewed by the Greater London Archaeological Advisory Service. A planning condition is recommended to secure an appropriate written scheme of archaeological investigation and programme for post-investigation assessment.

Planning Obligations and CIL

- 8.49 If the application is approved and the development is implemented, a liability to pay the Croydon Community Infrastructure Levy (CIL) and Mayor of London CIL will arise. CIL is intended to consolidate financial contributions towards the development's local infrastructure impacts, and additional separate contributions should not normally be sought towards the same infrastructure unless there is an exceptional and demonstrable need as a direct result of the proposed development.
- 8.50 A list of the recommended planning conditions and section 106 obligations is set out in section 2 (recommendation) of this report.

Conclusions

- 8.51 The proposed development would lead to the creation of new employment floorspace, which, given the design and condition of the existing building, and the site's constraints, will bring forward increased opportunities for economic development and job creation which would not arise without redevelopment.
- 8.52 The development would contribute to ensuring that sufficient floorspace of the right type is available in the right places and at the right time to support growth, innovation and improved productivity. It would also bring with it infrastructure, i.e. the proposed road and cycle routes, and would be economically sustainable.
- 8.53 The proposal would contribute to a well-designed and safe built environment, with accessibly located jobs, thus contributing to the provision of strong, vibrant and healthy communities.
- 8.54 It would also make effective and efficient use of land, minimise waste and pollution, and enable adaptation towards a low carbon economy through its accessible location, the provision of electric car parking, promotion of walking and cycling, and energy efficient buildings.
- 8.55 Although the loss of existing employment floorspace would not comply with the detailed policies within the development plan, the development would re-use a vacant site to contribute positively to the economic, social and environmental objectives promoted by the Local Plan and the NPPF, and would result in a sustainable form of development.
- 8.56 All other relevant policies and considerations, including equalities and human rights, have been taken into account.
- 8.57 For the reasons summarised in this report, the officer recommendation is approval subject to the recommended section 106 obligations and planning conditions.

Appendix 1: Planning Policies and Guidance

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

London Plan (2016)

- Policy 1.1 Delivering the strategic vision and objectives for London
- Policy 2.1 London in its global, European and United Kingdom context
- Policy 2.2 London and the wider metropolitan area
- Policy 2.3 Growth areas and co-ordination corridors
- Policy 2.6 Outer London: vision and strategy
- Policy 2.7 Outer London: economy
- Policy 2.8 Outer London: transport
- Policy 2.14 Areas for regeneration
- Policy 2.17 Strategic Industrial Locations
- Policy 2.18 Green Infrastructure
- Policy 3.1 Ensuring equal life chances for all
- Policy 3.2 Improving health and addressing health inequalities
- Policy 4.1 Developing London's economy
- Policy 4.4 Managing industrial land and premises
- Policy 4.11 Encouraging a connected economy
- Policy 4.12 Improving opportunities for all
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising emissions
- Policy 5.3 Sustainable design & construction
- Policy 5.4 Retrofitting
- Policy 5.4A electricity and gas supply
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.9 Overheating and cooling
- Policy 5.10 Urban greening
- Policy 5.11 Green roofs and development site environs
- Policy 5.12 Flood risk management
- Policy 5.13 Sustainable drainage
- Policy 5.14 Water quality and wastewater infrastructure
- Policy 5.15 Water use and supplies
- Policy 5.16 Waste net self-sufficiency
- Policy 5.17 Waste capacity
- Policy 5.18 Construction, excavation and demolition waste
- Policy 5.19 Hazardous waste
- Policy 5.20 Aggregates
- Policy 5.21 Contaminated land
- Policy 5.22 Hazardous substances and installations
- Policy 6.1 Strategic approach
- Policy 6.2 Providing public transport capacity and safeguarding land for transport
- Policy 6.3 Assessing effects of development on transport capacity
- Policy 6.4 Enhancing connectivity

- Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
- Policy 6.7 Better streets and surface transport
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 6.14 Freight
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture
- Policy 7.8 Heritage assets and archaeology
- Policy 7.14 Improving air quality
- Policy 7.15 Reducing noise and enhancing soundscapes
- Policy 8.1 Implementation
- Policy 8.2 Planning obligations
- Policy 8.3 Community infrastructure levy

Croydon Local Plan (2018)

Strategic Policies

- Policy SP1: The Places of Croydon
- Policy SP3: Employment
- Policy SP4: Urban Design and Local Character
- Policy SP6: Environment and Climate Change
- Policy SP7: Green Grid
- Policy SP8: Transport and Communication

Development Management Policies

- Policy DM8: Development in edge of centre and out of centre locations
- Policy DM9: Expansion of industrial and warehousing premises in Strategic, Separated and Integrated Industrial Locations
- Policy DM10: Design and character
- Policy DM13: Refuse and recycling
- Policy DM16: Promoting Healthy Communities
- Policy DM18: Heritage assets and conservation
- Policy DM23: Development and construction
- Policy DM24: Land contamination
- Policy DM25: Sustainable Drainage Systems and Reducing Flood Risk
- Policy DM27: Protecting and enhancing our biodiversity
- Policy DM28: Trees
- Policy DM29: Promoting sustainable travel and reducing congestion
- Policy DM30: Car and cycle parking in new development

Place-specific policies

- Policy DM36: Broad Green and Selhurst

Supplementary Planning Guidance (SPG) / and Documents (SPD)

London Plan

- Crossrail Funding (March 2016)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Character and Context (June 2014)
- London Planning Statement (May 2014)
- Sustainable Design and Construction (April 2014)
- All London Green Grid (March 2012)
- London View Management Framework (March 2012)
- London's Foundations (March 2012)
- Planning for Equality and Diversity in London (October 2007)

Croydon Development Plan

- Designing for community safety SPD
- SPG 12: Landscape design

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.

This page is intentionally left blank